

Trail Rider

MAGAZINE

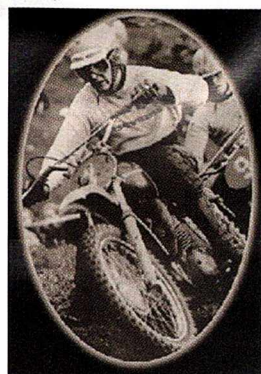
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On the cover: We had the pleasure of being passed by Aaron Kopp in the woods already this season, and we can tell you his speed secret now: absolute, total aggression. Kopp leaves a smoking swath through the trees. Photo by Paul Clipper.

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Volume 33 Number 6

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Talent is Good



Warning: Some people really enjoy the whole "pain" part of riding. If you're one of them, great. We don't have to tell you that riding is risky business. You already know that every time you head off into the woods on your dirt bike you're taking your life into your hands, literally. You're going into uncharted lands where even the finest insurance companies are going to be loathe to bail you out. We don't have to tell you bleed-junkies that, but the for rest of you for goodness sakes be careful, you can get hurt easily. Besides that you can be chased by livestock, stalked by wild animals and consumed by insects. Just be careful and you'll be fine. At least we think you'll be fine, you never know.

Stuff To Know

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$20 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2.95 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

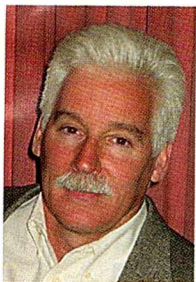
Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 5,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$50 a page for copy, and \$10 each for photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

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Last Over

by Paul Clipper

More Ink

If everything works out on the production end, this issue of Trail Rider magazine should be entirely in color, front to back. Yes, it's been a long time in coming, but we couldn't do it until the time was right—in other words, either until we could afford it or color ink became cheap enough for our budget. I have to write this column well before the rest of the book is done, so I honestly have no idea what the finished product will look like, but hopefully it looks good.

We've come a long way. When I first took over TR way back in 1986, it was all we could do to produce 32 black and white pages with a spot color on the front cover. I wish I could find the printing invoice for that "first" issue, I'm sure it would make me laugh, now. But, all along our biggest expense was for printing, so it's all relative. We didn't make much money back then—didn't make any on that first issue—and I was sweating blood until I got that first printing bill paid. Unfortunately, there was another printing bill every month, so the relief of paying that first one was short-lived. Over time, and anyone with their own business will know this, you acquire a certain amount of confidence that everything will work out by the end of the month, and you stop waking up in the middle of the night freaking out about money.

We couldn't print color back then because it was way too expensive. The process of reproducing color photos revolves around a thing called a "separation," in which the photo is scanned and turned into four separate images representing the color components of the photo. Most all color printing is known as "four-color," being a technique of reproducing a color image with four colors of ink in combination—cyan, magenta, yellow and black. A separation of a photo, back in 1986, was made by shooting four full-size copies of the photo through filters so that only the representative colors would be reproduced by each piece of film. At that time, one cover photo would have cost us \$300 or more to separate, any other photos a relative amount according to how big they were. You can see that anyone on any sort of a budget could run up a huge debt trying to print a full-color magazine.

Times change, though, and patience is a virtue, as my momma would say. We watched prices drop as the science improved, and eventually started printing a color cover when a separation "only" cost \$150. Careful shopping over the years got the price down to \$125, then \$85, and then occasionally less than that. In a lot of ways, though, producing separations for the cover and then stripping together all the other pieces—the title logo, coverlines, any lines or boxes—was like shooting in the dark. Most of the time it worked and looked good, but every

now and then a Real Good Idea turned into a horrible mess of a front cover. The trouble was, we could never see everything together on the computer screen at once, so you didn't know what you "had" until you saw the pre-production proofs from the printing company.

Somewhere in there a computer program called Photoshop came into being. With it, we could scan photos into the computer and then see them right on the layout. It worked great in black and white, but color scanners were fiercely expensive back then. I believe my first black and white (grayscale) scanner cost \$850. It wouldn't even scan color, but we were happy to have it just to make all the black and white work easier.

"Electronically, Trail Rider mag has existed in color for the past two or three years. Since the cost of printing it in color has been prohibitive, it's all turned into black and white when it comes out of the computer. What a gyp, huh?"

Another healthy dose of patience, and the passage of a couple of years, and the prices of color scanners came down to a realistic level. I think our first "cheap" color scanner cost \$350, but the quality was too questionable to consider using it to make a color cover. However, a new innovation called Photo CD, pioneered by those fine folks at Kodak, made it possible to have your color slides or negatives scanned into a computer file that the latest versions of Photoshop could understand. I think it was typical to pay \$3.50 or so for every color shot you wanted scanned. The money would add up, but still—we were paying \$3.50 for something we could use to create a color cover on screen, here in the office, where a color separation was still selling for \$65 or so. We tested out the Photo CD product and never bought another color separation again.

The cost of Photo CD scans went down to a dollar a shot, on average, but the cost of scanners was going down, too. Eventually we parted with the ridiculously low price of \$350 for a film scanner for the office, and we never had to pay for another Photo CD scan again. The price of a color print scanner, by then, had dropped to less than \$100, and the output quality was ten times that of our original \$800 black and white scanner! Honestly, all this equipment is so cheap any more, I wonder why everybody doesn't have a magazine.

The final step in all this—well, at least the latest

final step—came last year when we switched over to digital photography. Now, every photo comes out of the camera right into the computer—no time wasted to scan photos, no dust problems, no broken scanner problems, no cost for scanning. Well, there's no cost for scanning once you get over paying \$2000 for a camera. Of course, it's a camera that's worlds better than the \$15,000 digital cameras they were selling back when we were still buying Photo CD products, so there's no real room for complaining. We started shooting 90 percent of the book in digital last year, and once again never looked back.

So you know what's funny? Even before then, when we were scanning everything, we always scanned in color anyhow. It didn't take any great amount of extra time, and it looked pretty on the screen. So at least electronically Trail Rider mag has existed in color for the past two or three years. Since the cost of printing it in color has been prohibitive, it's all turned into black and white when it comes out of the computer. What a gyp, huh? Well, we're not doing that any more. Unless every machine here dies a horrible death one month, or unless business gets so bad we have to print TR like a newspaper, the only black and white photos you see in this book will be shots that were supplied to us as black and white. And who shoots black and white

any more?

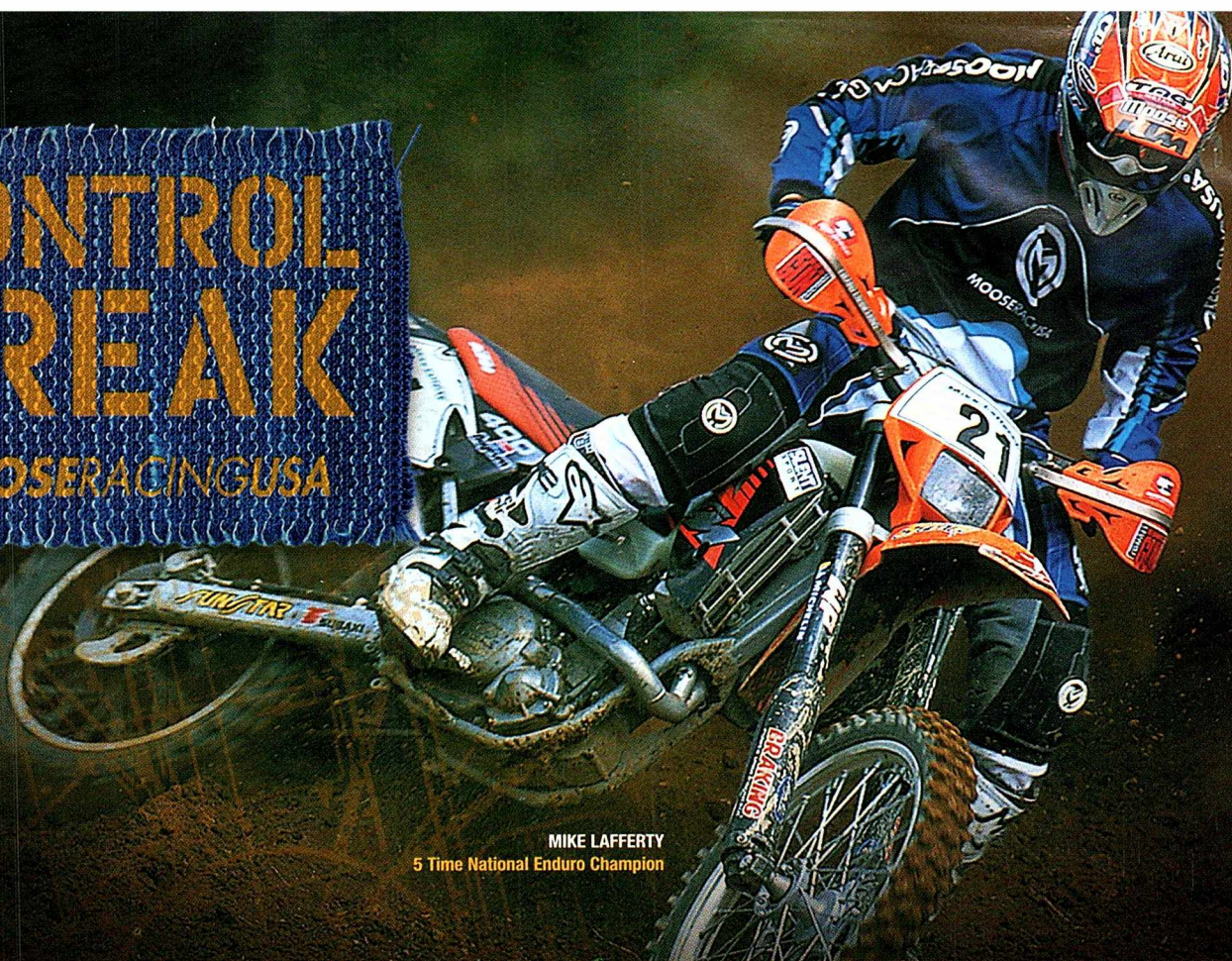
You may get a chance to see all the old TR layouts in color, if we ever get around to launching the new Trail Rider web site. Yes, there is a TR web site, at www.trailrider.com, and yes, we almost never update it. Reason being, we have been working on an entirely new web site, at a glacial pace I might add. Honestly, the web site is a sideline for us. This magazine gets our full attention, and then if we have any time left over we might fiddle with the web site for an hour or so. But you can't see the results of our fiddling because the site we're fiddling with is one you can't get to. And then the base-software for the site changed, so we switched to new software and started re-writing things again, but you still can't see it; all you can see is the moldy old stuff at trailrider.com.

Well, eventually we're going to get it done, I promise. And on the site we're going to have all the old competition stories, cataloged by year, going back as far as we can manage to go. We'll get all the old bike tests up there as well, and all the technical stuff. It's taking time, though, so please don't hold your breath.

In the mean time, we're hoping you like all the color ink in the magazine. It's been a long road getting to this point, and honestly we've enjoyed all the work along the way. Hopefully, you'll enjoy the final product as much as we like putting it together! ▲

CONTROL FREAK

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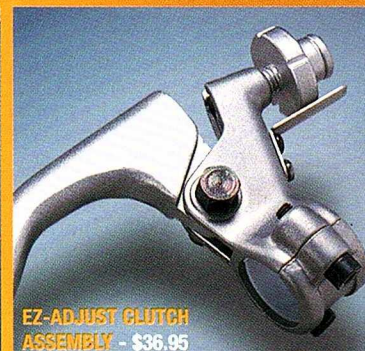
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New Hampshire Classic Charity Ride

Remember to make plans right now to attend the New Hampshire Classic Charity Ride on the weekend of June 7 and 8. The ride starts from N.H. International Speedway in Loudon, New Hampshire, and you'll get a full day of riding both days. Even better, bring your kids and their bikes and enter them in the Kids Classic, where they'll be escorted on their own adventure while you ride the adult course.

But, remember it's all about money. Every dollar raised at the Classic goes to the Cystic Fibrosis Foundation. Last year we raised \$87,000—the most yet—but I was a little disappointed. A local Walk-A-Thon around here is a one-day affair, and it raised \$115,000 last year! C'mon, us dirt bikers can do better than a bunch of walkers, can't we? Call to get a pledge kit at (800)757-0203, then go around to your sponsors, the place you work, the stores you do business with, and get them to give you a check. Then you turn in all that money along with whatever you want to contribute, and here's what happens: If you collect \$75 in donations, you get to ride for free plus you get a chance on the Suzuki DRZ400E they're giving away. Raise \$100 and get two chances on the bike, and every additional \$100 gets you another chance on it. You can win even more prizes as you raise more money. If you don't want to help find donations, the basic entry fee is \$55 pre, \$60 post.

Now, Saturday night at 6:00 p.m. is the annual Classic banquet. This year it's happening on the grounds in a huge tent. If you want to eat, it's \$15 a ticket, ribs or chicken. If you've got your own camp site food, you can still join us at the cash bar and enter in the goodie raffles.

Anyhow, it's a great ride, more riding than you can stand, usually. This year they may have a real easy dual sport route sheet you can follow rather than the full-on trail ride. The kids' ride is a great, great thing and the juniors all love it, and everybody has fun. Call the 800 number and get involved, and let's try to raise \$100k this year!



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The ShockClock helps optimize suspension for a given track and is the perfect tool to build suspension knowledge. The ShockClock kit retails for \$999.99 and includes everything needed to begin immediate testing. For more information on the ShockClock Data Acquisition System, please contact Race Tech at 909-279-6655 or visit racetech.com.

Kawasaki 250

Irvine, Calif. (February 18, 2003) - Kawasaki Heavy Industries, Ltd. and Suzuki Motor Corporation announced today that the first jointly developed motorcycle to grow out of their business alliance would be sold worldwide in September of this year. The unit, to be produced by Kawasaki, is a 250cc four-stroke motocross machine. Each of the companies will market their own version of this new competition motor-

cycle on a branded basis. Both will compete with their respective units in the All-Japan Motocross Championship beginning in April 2003.

Kawasaki and Suzuki announced their business alliance in August 2001. Starting in February 2002, mutual provision of a number of motorcycle and all-terrain vehicle (ATV) OEM models has taken place in markets worldwide. More on the new Kawasaki-Suzuki machine as we hear more about it.

Shock Clock

Race Tech announces the release of the ShockClock suspension analysis system. The ShockClock system consists of a sensor, a recording unit, and software to allow (dirt or street) enthusiasts to measure the behavior of suspension under real riding conditions. For the first time measure and distinguish:

- front vs. rear average ride height and balance
- average and peak compression



Hancock Rides

June 21-22 is going to be another date not to be missed. On that weekend in Hancock, New York, the Ridge Riders are hosting a unique event. It will be a combination of an AMA Two-Day Dual Sport ride and an AMA ISDE Qualifier. The events will start in tandem from the Fireman's Field in Hancock, and work their way around the countryside. If you've ridden the Hancock Quarry Run before you'll remember the huge grass tracks laid out in the farm fields. Well, this year there will be actual ISDE hopefuls working out on them. The dual sport riders will have the chance to ride the grass tracks as well—how the Ridge Riders are going to pull this all off is a mystery to us, but it's going to be fun. If you need more information, call Drew Smith at (908)637-6385, and check out www.ridgeriders.org.

What About Rain-X?

So if you shouldn't use Windex to clean your Lexan goggle lenses, according to what we've written about in Trail Rider Toolbox this month, what about that most popular water-shedding treatment, Rain-X? Many of us have been using Rain-X and it's similar competitors on goggle lenses for years. In doing so, have we been shortening the life of our goggle lenses? For the answer, we went back to Mark Sullivan of Scott USA again, and he told us Rain-X is fine. "Just as long as what you use doesn't have alcohol in it, you should be fine," Sullivan said. Alcohol is the bane of Lexan plastics, apparently. If you've never tried Rain-X on your goggles, you should. It makes water bead up and blow off your lenses, and helps keep mud from sticking.



Ride to Work

The 12th Annual Nationwide Ride to Work Day will take place on Wednesday, July 16th, 2003. Thousands of motorcyclists across the nation are expected to commute to work on their motorcycles to demonstrate to the public that:

Motorcycles are a useful form of

transportation and not just recreational vehicles.

Motorcycles get great gas mileage and help conserve resources.

Motorcyclists ease traffic congestion. Motorcyclists save parking spaces by putting multiple bikes in one parking spot.

Motorcycles wear the roads down less than heavier vehicles.

Motorcyclists come from all walks of life, work in all occupations, and are all ages.

The American Motorcyclist Association and many local and national rider organizations encourage all motorcyclists to ride their cycles to work on Wednesday, July 16, 2003, to help promote a positive image of motorcycling. For more information about Ride to Work visit www.ridetowork.org or call 218 722 9806.

LR's Skid Plate

There's a new company out west called "LR's Motozone," and LR stands for Larry Roeseler, you've all heard of



him. Well, LR sent us this news release about a new skid plate his company is offering for KTM owners.

This injection molded nylon skid plate offers full coverage to both the complete clutch cover as well as the vulnerable ignition cover. Its wrap around design does the trick while its quick release (no tools needed!) mount allows for rapid clean up after the ride is done.

Where to Ride

6/1,ECEA Green Marble Enduro
6/1,GNCC Millfield OH
6/1,NETRA King Philip Enduro
6/15,ECEA CJCR H/S
6/15,GNCC TBA
6/15,NETRA N.E. Championship End.
6/21,NETRA Dam Good Jr. Enduro
6/22 -Ridge Dual Sport
6/22,NETRA Dam Good H/S
6/28,6/29,NETRA 2 Day Youth Enduro Camp
6/29,ECEA SJER Dual Sport
6/29,ECEA SPER H/S
6/29,GNCC McHenry MD [NHS]
6/7,6/8,NETRA N.H. Classic T/R
6/8,AMA Nat. Enduro OH
6/8,ECEA Ridge Run Enduro
NETRA: (860)693-9111
ECEA: (717)865-0601

2003 World Championship Enduro Calendar	
March 15-16	Lousa, Portugal
March 22-23	Salamanca, Spain
March 29-30	Tetouan, Morocco
April 12-13	Kalavrita, Greece
May 10-11	Aigueperse, France
May 17-18	Rodengo Saiano, Italy
June 7-8	Jansa, Finland
June 14-15	Skovde, Sweden

This is the best skid plate for all late model four stroke KTM models, they say, and LR's is pleased to offer it for \$64.95 plus shipping.

If it works as advertised, I'm sure all of us would be interested in a skid plate that comes off without tools. For additional info call 760-949-9050 or hop on line at www.lrsmotozone.com.

New Boot

Intersport Fashions West introduced a new riding boot at this year's Indy show, named the Oxtar TCX Pro motocross boot. The TCX Pro is the top of the line of a series of boots that include two others, the TCX Comp and the Oxtar Blast boot. Features of the Oxtar's



construction include a breathable inner bootie for cooler riding, replaceable buckles for those times when you break or rip a buckle off, and they are said to be the lightest pro-level boots available, tipping the scales at under 9 pounds for a pair of size 10s.

Oxtar boots are apparently all the rage with the crowned heads of Europe, with a number of note-

worth Euros wearing the boots, including Paul Edmondson, David Knight, Marc Germain and Stefan Merriman. For more information on the Oxtar boots, get in touch with Intersport Fashions West at (714)258-7511, or have your dealer contact them. You can also visit their web site at www.powersport-sleague.com. ↑

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The Big Wet

In a column earlier this year we talked about riding in mud. Our position on mud is that the best riders treat it like it isn't there. They relax, keep the tires spinning, stay aggressive and just treat it like any other slippery day. In talking to some readers since then, it's pretty obvious that we should have added one more important point to that story: Some mud can't be ridden.

It might sound obvious to some of you, but for the rest of you hear me out. There is an absolute limit in the depth of mud and/or water where you will get stuck no matter what you do. Unfortunately, knowing that depth and being able to read terrain well enough to spot it all the time is more a matter of luck than science. It turns into bad luck, if you make the wrong decision every time and always get stuck in the mud. Fortunately, there are some things you can do.

First, pay attention to what you're riding on, or in. After a fair amount of experience trail riding in various conditions you should be remembering what happens to a trail when the weather turns bad. If you're riding an event in dry conditions, and suddenly a strong thundershower tried to drown you, well, you may drown, but the chances are you won't get into any bad mudholes. Reason being, it takes a fair amount of time for water to soak into dry ground to any kind of a hazardous depth. On the other hand, if it rains all week, then on Sunday it dawns bright and sunny, don't go out expecting a beautiful day in the saddle. The ground will be saturated, and you may see horrible mud pits open up in places that are normally dry. You'll also find lakes where puddles used to be, and the general rule of lakes is that water deeper than your bike is very difficult to navigate in any craft that doesn't have a hull.

Secondly, make sure your bike is ready. In the old days, we used to use duct tape to close-up the airbox and protect it from splash or submerging. There's no exact science here, either. You have to get down and look critically at every potential water-entrance to your airbox and close it up, without taping the box so tight that the bike doesn't run any more. How much of a hole does your bike need to breathe through? Well, we always remove the "snorkels" the Japanese manufacturers install in airboxes, because they're small enough to choke off performance. So you need a hole bigger than the snorkel and smaller than your air filter. Generally, we've found that a fist-sized hole is about as small as you can go. Keep in mind when you're taping that all airboxes need drain holes, in case you do half-fill them with water. Don't take the little drain snorkel out of the bottom and seal up the hole. Instead, clean it up, make sure it works well and

leave it alone.

Easily as important as the airbox are the vent hoses coming from your carburetor. When you dip the ends of these hoses into water, you essentially seal them while they're submerged. Some of them are overflow hoses, some are air-vents; depending on the nature of the air vent, closing them off may stop fuel from com-

ing into your carburetor, which will shut your bike off rather quickly. Some of these vent hoses are pulling a slight vacuum, which can lead to water being drawn into the carb. To combat all of these problems, get a "T-fitting" kit at your local shop—a set of nylon T-fittings for each hose and about ten feet of extra vent hose. Put a T-fitting in each vent hose, and then run an additional vent high up, under the tank, with the hose ends set so as to not funnel water right into the hose. This way, if the bottom of the vent hose is submerged the vent can still "breathe" through the upper part of the hose. Be aware—some carbs already have hoses going up and down. Check yours out, and make sure it's right.

Finally, when faced with biblically muddy conditions, just stay out of the deep stuff. This may seem

harder to you than it really is, but the key is to read the terrain and know where to go. There is an alternate line around everything. It may not look it, but there is—you'd be surprised the places you can make a motorcycle go if you have to.

If there's a huge rutted mud pit in front of you, first off, stay out of the ruts. A rut is something someone else almost got stuck in. Don't be the clown everyone else uses as a marker buoy. If you can't see a way around the pit through the brush, get hard to one side and then cross it diagonally to the other side. If you're not out of the pit by the time you reach the other side, plan to berm off the other side and cross it again, and do it as many times as you need to get out of danger. Yep, it's really easy to describe and real hard to do. You have to have confidence in your bike handling skills and you need to attack it with the strength of Superman, but it can be done. Don't ever stop, and—remember our lesson on mud riding?—try not to spin any harder than you have to to get the job done. Keep in mind that as your rear tire spins it digs its own hole, lowering your ground clearance and getting you closer to being stuck.

If you come to a big water hole in rocky terrain, chances are there aren't any deep holes to get you into trouble, but how do you know? Well, first off, never, ever launch yourself into a water hole that has thick tree branches or logs sticking up out of it. It's a slippery, nasty, wheel-catching trap, and you may end your day right there. Always look for a path you can see, and sometimes it may be unexpected. One of my favorite techniques is to aim straight across the "islands" of rock that sometimes stick out of the top of the waterhole. Estimate the distance across these "rocks," adjust your speed accordingly, and bump right over the top of the water hazard. Most riders will try to pick their way through the water to avoid the rocks, but if you're willing to be aggressive and attack the high line you'll get through it all much easier by just riding on the rocks.

The age old trick, of course, is to wait until someone else comes along and study their line as they cross the obstacle. Watch the splash carefully and either follow their line or watch for an even better spot to be exposed in the wake. I still say staying up on the rocks is the place to be.

The bottom line is this: When it comes to deep, deep mud and water, the best riding technique is to avoid it. Aim for the high line, find a path around, or simply turn around and try another trail. It's important to know your limits, and know when you can't go through something without getting terminally stuck or sucked full of mud and water, and wind up stopped astride a broken bike. ↑



One other technique is walking it. Believe it or not, it's more difficult—much harder to keep your footing than muscle-ride a bike through the water—but getting off the bike will give you a few inches more ride height and less chance of water in the airbox.

ing into your carburetor, which will shut your bike off rather quickly. Some of these vent hoses are pulling a slight vacuum, which can lead to water being drawn into the carb. To combat all of these problems, get a "T-fitting" kit at your local shop—a set of nylon T-fittings for each hose and about ten feet of extra vent hose. Put a T-fitting in each vent hose, and then run an additional vent high up, under the tank, with the hose ends set so as to not funnel water right into the hose. This way, if the bottom of the vent hose is submerged the vent can still "breathe" through the upper part of the hose. Be aware—some carbs already have hoses going up and down. Check yours out, and make sure it's right.

Finally, when faced with biblically muddy conditions, just stay out of the deep stuff. This may seem

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TrailRider Toolbox

by Mark Uth

Goggle Care



I go through a lot of riding goggles over the course of a year. A quick survey around the Tech Editor's garage found nearly a dozen pair in various states of disheveled disrepair. Like most riders, I have the tendency to wear only those in the best condition, the remainder being little more than garage wall ornaments. These "wall flowers" suffer from a few not uncommon maladies, e.g., scratchy and cracked lenses, flaky foam, over-stretched straps. However, for the most part the real reason they don't get worn is that they're just plain skanky. Admittedly, I don't treat my goggles any better than a pair of riding socks.

Without a doubt improper care significantly reduces the life of goggle lenses, frame foam and straps. Improper cleaning of the lens can lead to clouding and reduce its resiliency, making it weak and brittle. Additionally, failure to regularly rinse dirt and sweat out of goggle foam and straps appreciably accelerates the deterioration of these items, again leading to their early demise. Conversely, with a little care and effort, you could potentially enjoy several seasons of use from a pair of goggles, and have them function better in the process.

Cleaning Lens and Frame

The best way to extend the life of your goggles is through regular cleaning, not just of the lens, but the frame and strap as well. Everybody cleans their lenses, however, if you're like most (me included), you probably just pull out whatever cleaning fluid happens to be around the workbench and spray away.

Bad move.

Fact is virtually all goggle lenses are made from Lexan, an amazingly hard clear plastic that resists all but the worst abuse. If you've ever owned a pair of goggles that used a plain plastic lens, you'll recall that you could hardly wipe mud from those lenses without scratching them. Lexan is much more scratch-resistant. The catch is that Lexan doesn't react well to alcohol or other hydrocarbon-based cleaners. Have you ever changed a Lexan goggle lens and noticed numerous cracks radiating out from the lens edges? This is because the lens was most likely cleaned with a cleaner that attacked the Lexan lens material and broke it down, making it weak and brittle. Lesson numero uno in cleaning goggle lenses is never use anything stronger than dishwashing soap and water. Typical household cleaners that should be avoided include Windex, Formula 409, WD40, carb or brake cleaner, floor cleaners, etc.

The next biggest problem I have with older goggles is worn out foam, and again this can be attributed to poor maintenance. If you're like me, the foam that seals the frame to your face is constantly soaked in dirty sweat. The salt in your perspiration greatly accelerates the deterioration of the foam, so again, you need regular cleaning to combat this. What to use? (Repeat after me) dishwashing soap and warm water as it's friendly to lens, frame, foam and strap alike. Over the years I'd heard of riders tossing the frames of their goggles into the washing machine for cleaning. Certainly this practice is better than no washing at all, however, some clothes detergents are

stronger than dishwashing soap, and some washing machine cycles are a little rough, both of these factors reducing the life of goggle foam and straps.

Sufficiently energized from a week of goggle research, this past weekend I rounded up all of the used goggles from the garage, filled a pail with soapy water, removed all the lenses and then tossed the whole lot into the pail. Note that removing the lenses from the goggles make it easier to clean both lens and frame, and facilitates removal of any dirt that may have worked its way in between the lens and frame groove. I was shocked to find that after a short span of hand agitation, the pail's liquid contents turned from clear to brown to black. Long term neglect necessitated several "cycles" of washing and rinsing this time around.

When all of your spare goggles are thoroughly cleaned and dried, it's a good idea to package them up in a clean, sealed container for storage away from direct sunlight and/or extreme heat. Tinted Tupperware containers work well here, as would zip-lock freezer bags.

Usage Tips

Regarding goggle use, by far the biggest problem most riders face is fogging, most prominently in wet and humid conditions. All major goggle manufactures make thermal or double-pane lenses which work wonders for many riders. However, special care must be exercised when cleaning thermal lenses, as the inner lens is not made from Lexan, and thus hypersensitive to scratching. For conditions where fogging is expected, a no-fog spray on the inside of the lens helps. Most goggle manufactures sell an anti-fog cleaning solution which is specially formulated to clean lenses and fight fog.

Regarding the use of no-fog on thermal lenses, Scott USA's Mark Sullivan noted that it can be used but isn't recommended, because the thermal lens already comes with a quality no-fog coating on the inner lens. Apparently when the thermal lens's no-fog coating becomes wet and saturated, a no fog cloth doesn't do much to improve its fog fighting ability. The sure solution is to let the lens air dry. Assuming you're on the trail and can't wait, you can use the no fog cloth, but be warned that the inside of the thermal lenses are especially susceptible to scratching when wet. Whenever cleaning the inside of a thermal lens, be sure to use the softest and most non-abrasive microfiber cloth that you can find.

Another fog busting trick is to use the goggle with the largest internal frame volume available. The additional internal frame volume makes the lens less susceptible to quick temperature changes and provides increased vent area to help flush out hot, moist air, even when riding slowly. Scott's NoSweat 3 OTG (or any "over the glasses" type goggle frame) will prevent fogging better than a standard goggle frame. Similarly, for years we've noticed that the Smith Violator goggle offered better fog fighting ability than most. Now we know why. Not surprisingly, the ultimate set up for fighting fog is a large-framed or OTG goggle with a thermal lens.

Special thanks to Mark Sullivan, Marketing Director, Scott USA for lending us his technical know-how. ↑

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WEATHER OR

Sandy Lane and Greenbrier kick off the new season

Sandy Lane Enduro

Round 1, Green Bank, NJ 3/23

The 66th annual Sandy Lane enduro held March 23rd was perhaps more eagerly awaited this year. That's because the Curly Fern—slated as the first ECEA enduro of the year on March 16th—had to be postponed after melted snow from the President's Day blizzard and subsequent rainfalls made parking and emergency vehicle access questionable. With safety the primary concern, few could argue SJER's decision to reschedule for April 13th.

Anxious riders who had seen less than normal riding conditions most of the winter now focused on Sandy Lane, America's oldest enduro, as the ECEA's lead-off "timekeeper" for 2003. Greenbrier would now be second in the lineup, with Curly Fern relegated to third.

About a week before, Meteor reassured entrants via websites and other means that Sandy Lane would indeed be held. Apparently Wharton State Forest rests on relatively high ground, and that elevation made the excessive water factor less of a threat. Of course, remnants of the recent precipitation were to be expected in the form of mudholes interspersed about the course, but they would hardly be the problem a Curly Fern might have presented had it been held the prior week. Still, while Sandy Lane participants

weren't sure how bad any mud would be, nobody believed it would be a totally dry run.

Generally speaking, the mood was festive the evening before the event. The reunion of enduro buddies, many of whom hadn't seen each other since Delaware, made for a great time, and exemplified the extraordinary camaraderie of our sport.

At the spaghetti and meatball dinner held in the clubhouse Saturday night, one AA rider was overheard fielding questions from a couple of B riders:

"What tire pressure do you use at this kind of sand run?" one asked.

"I usually go about 11 pounds," answered the AA. "Some people might try to go lower, but I don't want to risk getting a flat."

"What do you think of these auto-clutches?" the other wanted to know.

"I don't think they're very practical from a racing standpoint," was the response.

Amidst such exchanges, one sobering note for some was coverage of the Iraq War on the clubhouse TV. Riders tuned in to the developments in a nice display of support for our men and women in uniform. For some, it put things in perspective.

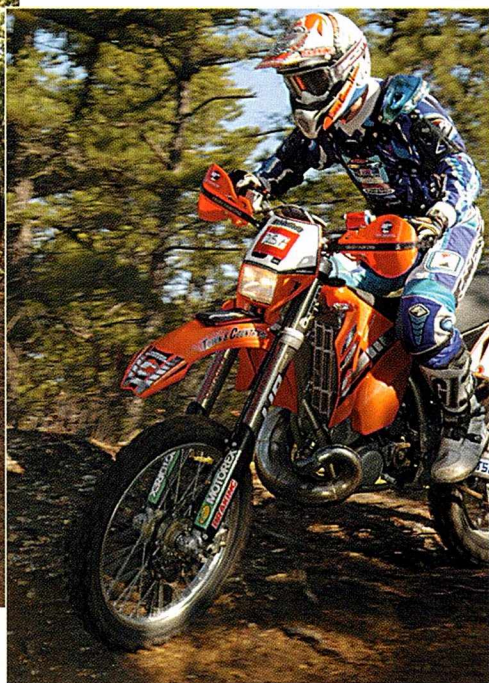
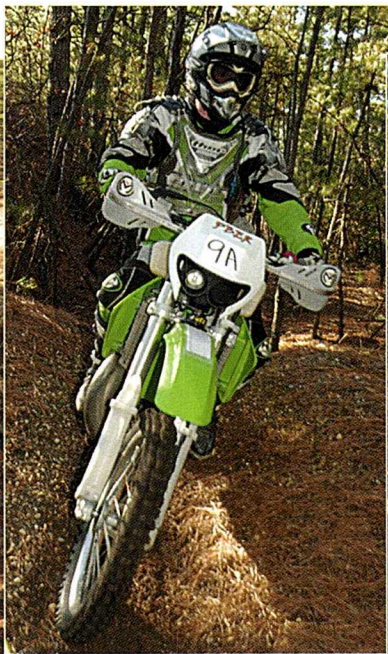
On Sunday morning, there were a few small complaints heard

around the campgrounds. One was the common one of uncalled-for noise the night before. There were grumblings about a live band that had played at a house neighboring the campsite down the road from the clubhouse. Another minor irritant was having to transport your gas from the clubhouse grounds to the other parking area about a third of a mile down the road. There were also the usual changes that had to be made on the rollcharts and computers. But none of these warranted a huge grievance toward the hosting club.

After such a nasty winter, pre-race conversation made it obvious that Sandy Lane participants welcomed the spring-like weather developing at keytime. While gassing up at the end of the first loop, Aaron Kopp, last year's Grand Champion, voiced that sentiment in saying that it was "just fun to be riding again."

Kopp would go on to successfully defend his title, dropping only 23 points. Rich Lafferty and Fred Hoess finished first and second in the AA column with scores of 24 and 25, respectively. Dale Sweigart captured third place in the "fast" class.

When asked how he rated the difficulty of this year's run, Kopp smiled and said, "I dropped enough points." His response implied that it wasn't the toughest enduro he'd ever ridden, but that it was



**Photos by
Paul Clipper**

Left to right: Fred Hoess rode like a guy who spent the winter building a house at Sandy Lane, but came back for the win at the Greenbrier. Ed Fifth (9A) picked up two wins in the B125 class on his Kaw, and Rich Lafferty came close at Sandy Lane, but no cigar.

NOT

no cakewalk either.

In typical Sandy Lane fashion, the first loop saw a good portion of twisty, rooted, tight going, which most participants expected. For the most part, the course seemed very similar to last year's, but this could be also be attributed to weather conditions hampering some of the layout procedures. There was also a small MX section near the end of one of the early sections, which was nice for spectators.

What differed from last year, however, were the gooey mudholes that sucked in more than a few knobies, but again this was the result of a winter that produced an abnormal amount of precipitation. These spots could usually be made by avoiding anything that looked bad and taking alternate lines—since alternate lines did exist—although sometimes a path proved to be worse than it had looked, and in some instances it took two or three people to pull out the bike from the pasty suction. Meteor was certainly credited for keeping these areas well manned and occupying them with people qualified to direct riders along the most passable lines.

Praise was also heard regarding the check-in, check-out format that dominated the layout. Some expressed that this approach narrowed the possibility of riders with "inside" information gaining much advantage.

The second half also saw some mud, with the last

serious spot seen around halfway through that loop. The trail also opened up substantially—yet by that point the mud and tight stuff from the first loop caused some to want to sit rather than stand. Especially since it was the first event of the year, and with the physical conditioning of some riders softening up over the long winter. About two thirds through the second loop a sign appeared that read WELCOME TO BAGHDAD!

Unfortunately there were several injuries that took place, a reflection of how the whoops could wear on you. One younger rider was seen sprawled out in the

middle of the trail in the first section, while a B Senior broke off part of his tooth in another crash. A B-Open rider called it a day after going over the handlebars and hurting his leg.

In other action, A Super Senior Scott Wolfersberger took home a first and 14th overall, with an impressive score of 34. M. Dean Spencer dropped the least points in A125 with 43, while Doug Allen II took the win in A200 with a 33. Sandy Lane witnessed Pat Emmons (34) give the best A Open performance, and Brian Burt wore the A250 crown with a 32. Frank Vanaman stood atop A Senior with a 30. The B Senior class had Doug Allen winning with a 49, with David Scheumeister grabbing up second with a 57. Merle Compton won the Women class with a 115.

Ted Killilea, a Californian relocated to New Jersey—who rode on his high school moto-cross team—won C Senior (66) in his first attempt at an enduro, after a long layoff from riding and with only a few months experience riding the tight New Jersey pines.

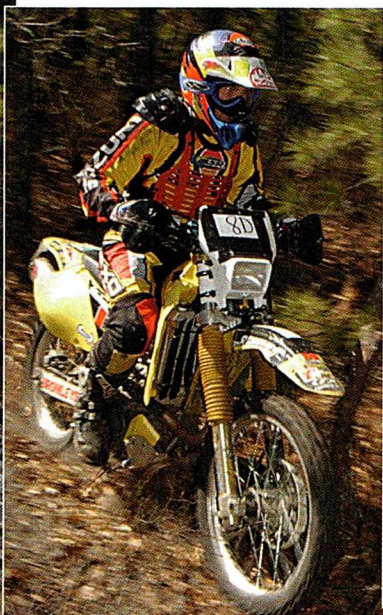
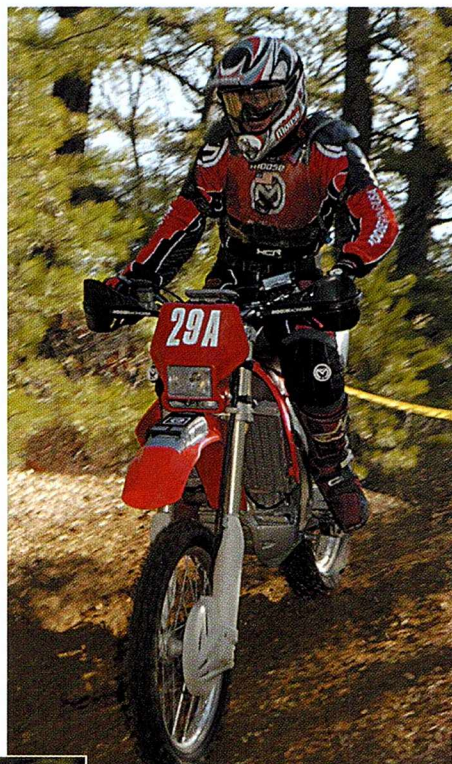
As with most enduros, Sandy Lane had a few places where arrowing could have been a little better, but it wasn't a big deal. It wasn't like you heard a loud outcry by riders who had burned what they perceived as "tricky" checks or anything. Things went fairly smoothly.

Overall, Sandy Lane got very positive reviews. The consensus was that Meteor did an outstanding job, considering the tough weather conditions they had to deal with in the months preceding the enduro. Great job Meteor!

Greenbrier Enduro

Round 2, Belleplain, NJ 4/6

ECEA riders who had experienced the blustery mini-blizzard at the Bear Valley hare scrambles the previous Sunday were probably wondering what surprises Tri-County would have for them at the historically tough Greenbrier enduro held April 6th in Port Elizabeth, New Jersey.



Left to right: Aaron Kopp is fearsomely aggressive in the woods—we saw trees jumping out of his way! Mike Bradway (29A) had trouble getting going at these early runs, but should recover as the season progresses. Dave Maco (8D) won the High Point A at round one, and Vet A at round two. M. Dean Spencer (19C) has a first and second in class so far this year.

Sandy Lane Enduro Grand Champion		2. Ed Hamilton	KTM 40	1. Mike Ufferlitz	KTM 51	C Open	
Aaron Kopp	KTM 23	3. Kenneth Zabroski	KTM 45	2. Terry Hadley	KTM 52	1. Brian Caddell	KTM 82
High Point A		4. Jeff Botsford	Yam 49	3. Tom Blasscyk	KTM 56	2. John Harper	KTM 104
Dave Maco	SUZ 29	5. Robert Trout	Yam 50	4. Greg Calkins	KTM 56	3. Derrick Clerici	KTM 112
High Point B		A Vet		5. Robert Dalbey	KTM 59	4. Edward Fetzer	KTM 148
Troy McNamee	KTM 46	1. Jeffery Johns	KTM 31	B Four-Stroke		5. Walt Hummel Jr.	KTM 158
High Point C		2. Mike Sigety	KTM 33	1. Joseph Dickinson	Hon 49	C Four-Stroke	
Joseph Stella	KTM 58	3. James Aiello	KTM 36	2. Tim Nocera	Hon 51	1. Ryan Barth	Hon 88
AA		4. Mike Kowalsky	KTM 38	3. Al Zabroski	Hon 53	2. Albert Kloda	Yam 90
1. Richard Lafferty	KTM 24	5. Pete Wright	KTM 44	4. Eric Remick	KTM 54	3. Mike Harpster	Suz 90
2. Fred Hoess	Hus 25	A Senior		5. Michael Graden	Yam 58	4. Scott Strause	KTM 90
3. Dale Sweigart	Yam 28	1. Frank Vanaman	KTM 30	B Vet		5. Steve Vollers	Suz 112
4. Jack Lafferty Jr.	Suz 29	2. Jim Gunselman	Yam 39	1. Bill Horseman	KTM 55	C Vet	
5. Michael Bradley	Hon 30	3. Scott Snyder	Hus 40	2. Eric Jordan	KTM 56	1. Richard Coll	KTM 60
A 125		4. Daniel Comptom	KTM 42	3. J.S. McCracken	Kaw 60	2. Eric Evans	KTM 70
1. M. Dean Spencer	KTM 43	5. Carl Rehatchek	Hon 44	4. Karl Wills	Hon 63	3. Scott Klynn	Hus 92
2. Joe Cartwright	Hon 43	A Super Senior		5. Bruce Frazer	KTM 65	4. Neil Price	Yam 100
3. Tom Getz	Suz 46	1. S. Wolfersberger	Hus 34	B Senior		5. Peter Keefe	Gas 119
4. Steven Brown	Yam 47	2. Thomas Marsh	Hus 50	1. Douglas Allen Sr.	KTM 49	C Senior	
5. Kenneth Held	Suz 55	3. Jim Jenkins	Hon 51	2. D. Scheumeister	KTM 57	1. Ted Killiea	KTM 66
A 200		4. Jack Lafferty Sr.	KTM 52	3. N. Sotiropoulos	KTM 64	2. B. Kruysman Sr.	KTM 72
1. Doug Allen Jr.	KTM 33	5. Bob Stewart Jr.	Kaw 58	4. Stephen J. Seip	Hon 65	3. Mark Recchia	KTM 106
2. Dan Stoppi Jr.	KTM 35	B 125		5. Richard Heisler	Yam 65	4. Rick Bird	Hon 145
3. Martin Griff	KTM 39	1. Edward Fifth	Kaw 46	B Super Senior		5. Randy Rosetti	Yam 165
4. Jarrod Johns	KTM 42	2. Philip G. Galardi	53	1. Norman Franckle	KTM 105	Masters	
5. Lou Green	KTM 42	3. James C. Morris	Hus 54	2. Bill Cossman	KTM 127	1. George Clickner	Kaw 63
A 250		4. Kyle Adams	KTM 64	3. Dan O'Connell	Hon 173	2. Chas. Stapelford	KTM 98
1. Brian Burt	KTM 32	5. P J Cossman	KTM 75	4. John Whitlock	KTM 204	3. Joseph Galie	KTM 102
2. Chase Comptom	KTM 37	B 200		5. Earl Moats	KTM 218	4. Ray McAllen	KTM
3. Eric Corbin	Yam 37	1. Tim Serinese	KTM 52	C200		5. Tim Stibitz	Gas
4. Mike Melniczuk	KTM 40	2. John Caruso	KTM 53	1. Johnathon Price	Suz 68	Women	
5. Bob White	Yam 42	3. Richard Stewart	KTM 58	2. Steve Gray	KTM 68	1. Merle Compton	KTM 115
A Open		4. Mark Delong	Kaw 61	3. Josh Yanchocik	Kaw 69	2. Patricia Blair	KTM
1. Pat Emmons	KTM 34	5. Tim Mettinger	Kaw 72	4. Mark Osteen	KTM 80	3. Debi Baker	Hon
2. James Early Jr.	KTM 34	B250		5. Billy Cooper	Kaw 98	4. Lisa Rode	Hon
3. Thomas Folkl	Hus 35	1. Sergio Bassani	Hus 51	C250		5. Collen O'Brien	
4. Peter Burnett	KTM 46	2. Alan Hanlon	KTM 51	1. Rich McDowell	Kaw 66	Dual Sport	
5. Jacob Williams	Gas 46	3. Wayne Berry	KTM 52	2. Lisa Arsenault	Kaw 90	1. Rob Collett	Suz
A Four Stroke		4. Linwood Whilden	Yam 56	3. Luis Crespo	KTM 97	2. Darcy Hunter	Yam
1. Mark Schleeweis	Yam 35	5. Dave Randazzo	Yam 61	4. Ralph Keen	Hon 100	3. Mark Dziekonski	Suz
		B Open		5. Bryan Kruysman	Suz 106	4. Mark Dabrowski	Yam



Jack Lafferty Jr., last year's ECEA #2 rider, is getting a slow start this season, finishing "only" fourth at the Sandy Lane. He'll pick it up, just wait.

Surprises could be found, but these mostly concerned checkpoints, as the course ran very similar to the 2002 layout, with the notable difference being that much of the trail comprising last year's first loop was used in the second loop this year, and vice-a-versa. Characteristic of Greenbrier, long, twisting, energy-depleting tight sections existed in both loops, but this year most of the hills were traversed in the second half.

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Greenbrier Enduro	4. A. Tomasello KTM 47	1. Sergio Bassani Hus 60	4. Steve Gray KTM 87
Grand Champion	5. David Barnes ATK 51	2. Alan Hanlon KTM 60	5. Russel Brown Kaw 87
Fred Hoess Hus 15	A Four-Stroke	3. Dave Randazzo Yam 61	C250
High Point A	1. Mark Roll KTM 30	4. Wayne Berry KTM 67	1. Luis Crespo KTM 99
Kevin Bennett Hon 17	2. Rob Comber Yam 31	5. Paul Tillberg KTM 69	2. D. Demaree Jr. KTM 107
High Point B	3. Mark Schleeweis Yam 39	B-Open	3. Lisa Arseneault Kaw 114
Philip Galardi Suz 42	4. Robert Trout Yam 47	1. Glenn Keesey KTM 108	4. Stephen Marvin KTM 147
High Point C	5. Jim Green Yam 52	2. Anthony Lachette KTM 130	C-Open
Richard McDowell Kaw 59	A-Vet	3. Larry Newcomb KTM 37	1. Derrick Clerici KTM 93
AA	1. Dave Maco Suz 22	4. Steven Hubbs KTM 294	2. Walt Hummel Jr. KTM 155
1. Aaron Kopp KTM 18	2. Mike Sigety KTM 22	B Four Stroke	3. Chris McKelvey Hon 242
2. John Robbins Kaw 22	3. James Aiello KTM 25	1. Tim Nocera Hon 44	C Four Stroke
3. Dale Sweigart Yam 23	4. Ken Law KTM 31	2. Troy McNamee KTM 45	1. Thomas Pittman Yam 88
4. Todd Reder Suz 27	5. Jeffery Johns KTM 32	3. Eric Remick KTM 60	2. Ryan Barth Hon 97
5. Marc Grossman KTM 28	A Senior	4. Jeff Booth Yam 64	3. Scott Strause KTM 97
A-125	1. Chuck Sullivan KTM 37	5. Michael Graden Yam 66	4. Jon Booth Yam 130
1. John Hummel Hus 39	2. Eric Koeller TM 38	B-Vet	5. Chris Velet Hon 187
2. M. Dean Spencer KTM 48	3. Jim Gunselman Yam 39	1. Eric Jordan KTM 66	C-Vet
3. Philip Uhland Suz 48	4. J. McCommon KTM 45	2. Scott McCracken Kaw 74	1. James Walker KTM 75
A-200	5. Timothy Kohl KTM 48	3. Kurt Kline Yam 74	2. Eric Evans KTM 86
1. Doug Allen Jr. KTM 32	A-Super Senior	4. Daniel Green Kaw 78	3. Kyle Dodig Kaw 180
2. Dan Stoppi Jr. KTM 36	1. Scott Wolf Hus 52	5. David Carreta KTM 78	C-Senior
3. Jarrod Johns KTM 40	2. Jim Jenkins Hon 69	B Senior	1. R. Stanforth Suz 80
4. Gabe Goodman KTM 58	3. Rocco Spano Yam 144	1. Tim Mauro KTM 60	Masters
5. Frank Wilson KTM 61	4. Peter Benedik Kaw 175	2. Mike Barr KTM 67	1. Chas. Stapleford KTM 62
A-250	B-125	3. Doug Allen Sr. KTM 68	2. Richard Trader KTM 84
1. Michael McHale KTM 26	1. Edward Fifth Kaw 71	4. Mike Nolan ATK 81	3. Ray McAllen KTM 146
2. Brian Burt KTM 26	2. Glenn Stevens Hus 219	5. D. Scheumeister Yam 81	4. Joseph Galie KTM 169
3. Robert Mohn Kaw 28	B-200	B-Super Senior	Women
4. Bob White Yam 31	1. Tim Serinese KTM 53	1. Steve Hyde Hon 133	1. Merle Compton KTM 139
5. Steve Aretz Kaw 38	2. John Caruso KTM 54	2. Dan O'Connell Hon 291	Teams
A-Open	3. Jason Densten KTM 60	C200	1. CJCR Good 144
1. Thomas Folkl Hus 27	4. John Curry KTM 65	1. Josh Yanchocik Kaw 62	2. SJER Fast Kidz 189
2. Pat Emmons KTM 33	5. Mark Delong Kaw 68	2. Alex Geiger Kaw 69	3. DER #2 232
3. James Early Jr. KTM 39	B250	3. Steve Kreis KTM 72	4. CJCR Ugly 290



RORR's Dale Sweigart picked up a pair of thirds in the AA class in the first two runs, putting him in a great points position so far for '03.

Yes, South Jersey can have hills. These hills aren't the rocky monstrosities found at North Jersey's Ridge Run affair, but they can test a rider's ability, particularly after being beaten up by seemingly endless enclosed pine stretches. Greenbrier's hills vary in height, with the biggest around forty-five or fifty feet, but there's more to it than that. Many are quite steep camel-humped creatures, which come in multiples, with sudden sharp turns requiring quick reaction on the descent down the other side. Later minute riders often find these hills rutted, with exposed roots testing their skills a bit more.

While hills alone might not deflate a rider's will, a succession of tight, some mud, tight again, hills, tight again, off-camber, tight again, can tend to be tiring.

Fatigue also becomes a factor when some of the sections are 15-plus miles.

That's why many B riders at Greenbrier were impressed that the Grand Champion, Husky-mounted Fred Hoess, dropped only fifteen points. Hoess's score bettered that of High Point A recipient Kevin Bennett by two. Riders and observers alike also marveled at the performance of 2002 ECEA Enduro Champ Aaron Kopp, who turned in an 18 riding post-entertained on minute 55. Just behind Kopp were AA's John Robbins (22), Dale Sweigart (23), and Todd Reder (27).

Referring back to the checkpoint surprises, some riders were scorched in sections where speed changes slowed to six miles per hour. Such adjust-

ments presented "possibles" every tenth of a mile, or one every minute, and some unvigilant riders ran "hot" at these spots. "Do you believe I burned a check by one lousy second?" It was an expression heard more than once throughout the day. But while Tri-County's speed changes could work against a rider, they generally occurred after a good-sized reset and seemed more designed for rest or "catch up" than as a reflection of a section's technical difficulty.

Greenbrier's trail was in very good shape, and the generous portions of very tight to moderately tight stuff couldn't be overstated—and were appreciated by those who wanted a good, challenging ride. One Super Senior A rider who's been around for quite awhile thought that one section in the second loop "had to be close to twenty miles long." There was also a split for C riders toward the end of the course. It didn't present any unusual treachery for the A and B entrants, but gave the C's a little bit of a breather.

Despite arrowing that was sufficient, there was one interesting story regarding this. "I was following the guy in front of me," said B Vet Jim Roberts, "when all of sudden we were both caught knee high in some mud trough that was near an old railroad track." He attributed it to a missed turn, and not to any deficiency in arrowing.

One difference at this year's event was the parking. While last year's venue was at the Belle Plains firehouse, this year saw a spacious area at the same place Team Hammer held its hare scrambles last fall, which made for very nice sleep-over accommodations. Moderate temperatures also made for a nice Saturday arrival. Mild weather conditions continued into Sunday.

Scoring and results were posted in a decently expedient manner, and one nice feature was the provision of score charts for each class with tallies for each individual rider. This allowed participants to cross-check their score against those of their competitors. These charts were posted in the trophy presentation building in easy view for anyone wishing to check them out.

In other results, Doug Allen captured A200, with John Hummel winning in A125 with a 39. In B 200, Mark Delong won dropping 68, and Tim Mauro took home first in B Senior with a decisive score of 60. ▲

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Well, Motorace sent us a jacket to try that bridges the gap between needing something to keep you dry and going completely without. IXS of Switzerland makes the Sahara vented motorcycle jacket (no relation at all to Moose Racing's Sahara riding gear). Being Swiss, it has all those Euro touches like a clear card-holder on the right sleeve, lots of pockets, and an odd zip-off pocket on back that looks an awful lot like a business portfolio. The Sahara jacket also has zip-off sleeves, so you can use it as a vest if even the sleeves get too warm.

There are two great parts about this jacket. One is that it has integrated shoulder and elbow guards, so you can wear it without shoulder pads and feel pretty



well protected, plus the integrated elbow guards are much better than strap-on guards. Secondly, it's made out of some sort of high-tech fabric called Airguard that is spun from hollow fibers. Consequently, the Sahara jacket is noticeably lighter than a "normal" jacket, while still feeling like it's quality-made out of strong fabric. When you put it on, it fits and feels almost as light as just wearing another jersey. We found it to be very comfortable and non binding when riding in the woods.

There are chest vents and a back vent to keep the air flowing, and there's also a perforated material in the armpits for even better breathability. On a warm day you can still sweat this jacket out, but it's a whole lot better than wearing Gore-Tex when you don't need it.

IXS makes the Sahara in orange and black, blue and black, and gray and black, all with silver trim. Very Euro-looking, and it feels good when you wear it—who could ask for anything more? The suggested retail is \$179, from Motorace, at 800-628-4040. You can see more details on IXS jackets at www.IXS-USA.com.

Trail Tech Endurance

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impressed. As a matter of fact, until very recently the sample computer they sent was seeing active duty on one of our main stable steeds here at the TR compound. It was replaced recently with the new Trail Tech Endurance computer, a re-vamping of the original that is now able to reset its odometer in tenths, up and down. This was the one negative feature of the original—you could only reset the odo to zero, which



was okay in most dual sport events, but really made fine corrections or enduro use impossible.

Well, the new unit resets just the way you'd like it to. Holding down the center button for a second and half puts you into reset mode, where you can use the left or right buttons to go down or up, just the way you'd guess it would work. In addition, the Endurance has all the features of the original, including trip time, accumulated riding time, riding time, lubrication and maintenance reminders, current speed, average speed, maximum speed and odometers for two different bikes. It even has a back-lighting feature so you can see it at night, although only when you push the

button (otherwise it would exhaust the battery very quickly). Note that it has no enduro timekeeping features—it is basically an odometer, speedometer and trip meter. You can use the Endurance for an enduro using a clock and roll chart, but the best function of it is just a speedo/odo/clock for dual sports and ordinary trail riding.

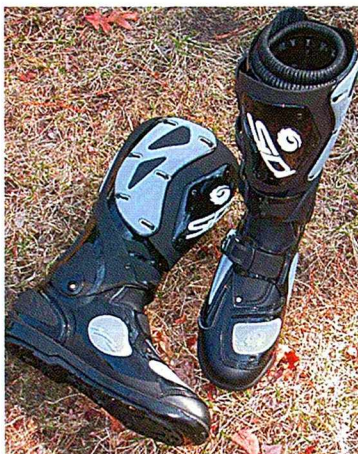
One of the best parts of the Trail Tech computer is it comes with a mounting kit to fit your bike exactly; most models of Yamaha, Honda, Suzuki, Kawasaki, KTM/Husaberg and Gas Gas are covered. The kit uses a nearly bulletproof pickup assembly, a tiny button magnet and a quick-release mount for the computer. On a KTM installation demanded the drilling of one hole in the front brake caliper hanger, and then the rest of the kit went on as easily as any front wheel sensor kit. Yes, the Endurance will also work with anyone else's existing sensor, if you already have one on your bike, but you'll have to adapt it to the quick-release mount to get it to work. That's another great feature—when you park the bike you can snap the Endurance off with one hand and put it in your pocket.

We like it. Trail Tech's computer is a well-made little odometer small enough to mount way down out of harm's way, and from what we've seen they hold up well and work great. The Endurance and a full mounting kit will set you back a measly \$79.95.

If you have a late-model KTM, Trail Tech also has a trick set of handlebar clamps for Pro-Taper type bars that offer adjustable position and height as well as a clean, protected mounting for the computer. The KTM clamps also go for \$79.95, and a number of accessories are also offered for the unit. You can see it all at www.trailtech.net, or call them at 360-687-4530, or ask for the Endurance at your local bike shop.

Sidi is Cow Friendly

We've had the pleasure to try Sidi's new "cow-friendly" Force SRS boots lately. They're cow-friendly because they're using less leather and more plastic in the Force boots, a point we know is very important to all you vegetarians out there. The Force boots have a hinged plastic upper and a leather and plastic lower with a one-piece inner boot. The plastic upper is the first boot we've seen with an adjustable calf, so you can actually adjust the size of the boot upper to match your Superman calves. The SRS (Sole Replacement System) features a screw-removable sole that you can replace, but honestly only if you keep the sole screws clean and rust-free, which is not an easy task. Still, the cool part about the SRS boots is the sole is about an inch smaller in width, making life easier for us bigfoots out here. Nice boots, very comfortable and awesome protection, and the adjustable calf works great. Not the cheapest, at up to \$345 a pair, but oh so sweet on your feet. Look for them at your Sidi dealer, or get in touch with Motonation (www.motonation.com) and find out who carries them locally. ↑



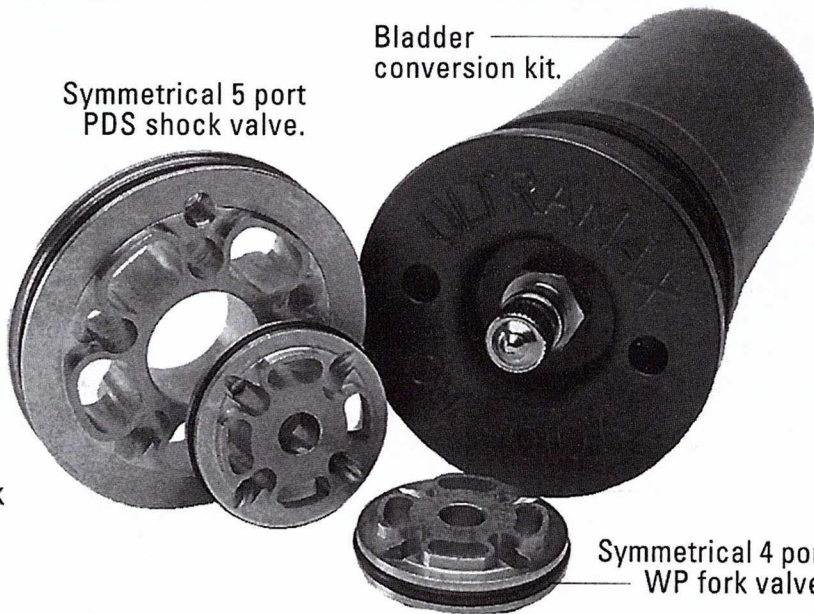
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CHEROKEE NATIONAL

Rumble in the Jungle II

Athens, Ga 3/16

Three hundred and twenty six riders came from around the country to north Georgia for the 37th Annual Cherokee Enduro and the second national enduro of the season. Working with several landowners, the Cherokee Cycle Club laid out a serious 87-mile course. Weather the day of the race was cooperative, but as we all know by now, terrain conditions: wet and muddy. And starting at 8:00 instead of 9:00 did not help for drying opportunity, as a wet humid dew had settled on the already saturated soil.

Fortunate to have a national enduro in the south-east, many SE&TRA members got a chance to stroll down factory lane and observe the teams in action. A

lot of folks got the opportunity to visit with top factory riders. It's great to see the likes of Randy Hawkins, Mike Lafferty, Russ Pearson, David Lykke, Robbie Jenks and Barry Hawk spending time with us average Joes. Matt Stavish was showing off his new Italian-built VOR and Dwight Rudder was sporting a new vintage Penton 525.

Right off the bat, the Cherokee club put in a 5.6 mile long section of slimy, rooty thickets, just to see if arm pump was going to be one of your many excuses of the day. A

**Photos by
Kenneth King**



Glockwise: Mike Lafferty took no chances and came out with second place points. Stephen Reed (19C) gambled and went in early to a critical section, netting the win. Robbie Jenks rode a great race and finished fourth overall, and Mike Grizzle toughed it out for third overall.



lot of riders came out of that first section wondering what hit them, and dreading what was still ahead. What was ahead was the "Granddaddy," appropriately named for a 25-mile extremely technical and grueling section.

Expecting a check going into this section, riders were surprised to find the check a long and tight 2.6 miles in instead of at the head of the section. This caused a good deal of riders to be late to the "going-in" check, like Lafferty, Hawkins, Jenks and Hawk, and benefited some riders who went in early like Stephen Reed and Mike Grizzle. The rest of the "Granddaddy" section had two more unknown checks, each taking points, plus the accumulated late points from the first check. For some riders it caused a serious domino effect and many good riders holed out in the middle of this long section.

Needless to say there were a lot of opinions being voiced at the next reset/gas stop. Some riders were mad enough to spit nails yet some took it as a tricky check and that is the way the game is played, and some just got lucky with a gamble. Say what you want, but technically there was nothing wrong with the check. But it does solicit comments from Mike Lafferty, such as "Maybe it is about time we make all check-ins restarts." Or from Randy Hawkins, who commented "You know, it's okay to put a sneaky check-in here or there, but to put in checks that really dictate the outcome of the event, well...?"

The third section after the gas included three separate checks. Most all the fast guys zeroed the first two checks with Lafferty dropping only one at the last check and Jenks, Reed, Hawkins and Lykke all dropping two points.

After the second gas it was a 20-mile battle to the finish. Reed and Grizzle had a four-point lead from their gamble in the jungle, so Lafferty, Hawkins, Jenks and Hawk knew they had to let the fur fly. As well, Reed knew he had to put the hammer down to protect his lead

down to the wire.

And down to the wire they went. At the end of the day, Louisiana native and 2002 SERA Champion Stephen Reed beat out 2002 National Enduro Champ Mike Lafferty, both dropping 50 points, with Reed taking the tiebreaker. This was Reed's first national enduro win and it also secured the 2002-2003 SE&TRA Championship. Backed by his Hattiesburg Cycles/ SRB Cycle Works/Michelin/ICO/E-Line/Moose Suzuki, Reed was really excited. When asked about his win, Stephen said "He hated that there had to be a controversy on check two, but he used some enduro knowledge, kept an eye out for the next possible and it paid off."

Rounding out the top five were Michael Grizzle with 55 points, Robbie Jenks with 56 points and Barry Hawk also with 56 points. Some other class

winners were Frank Schoenbeck winning the very competitive Senior A class. Jan Hrehor, world-class off-road rider from Slovakia on vacation in the States, won the Vet A class and Travis Hayes on top of his game winning the 200A class. David Davis won the Open B class handily and tough guy Ken Painter topped the Senior B class. Steve Peek had an excellent day winning the 250B class. Bruce Wilson also had a great ride, winning the Open C class. David Rehms really smoked the field in the Senior C class as well as Tim Berry winning the Vet C class. Lastly, William Wilson won the Four Stroke C class, Clyde Brown won the Masters C class and ISDE/GNCC vet Mandi Mastin all the way from Ohio won the Women's class.

If you finished this year's Cherokee, as with any of the past events, you had a fine day. This is a nation-

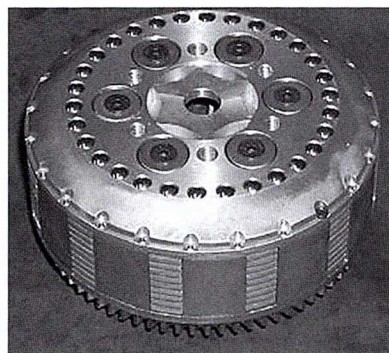
al enduro and it is supposed to be tough.

Thanks to the Cherokee Cycle Club. You put on a monumental event as usual. The trails are some of the toughest in the U.S. and we are proud to host a national enduro here in our back yard. We again are fortunate to have seasoned club members willing to put in the time and effort for such an event. Club member Tom Vanderplatt reminded me that several hundred man-hours go into this event each year, not limited to but including travel time for the volunteers, the paperwork, the rider packets, the land coordination, the law enforcement coordination, the bridge building, the over 5000 arrows tacked on trees and not to mention the really cool hats!

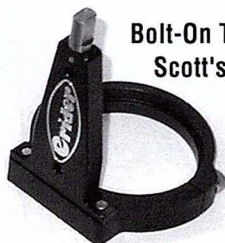
Great job guys and gals, we look forward to next year's challenge.

See ya on the trails, Suzy. ↑

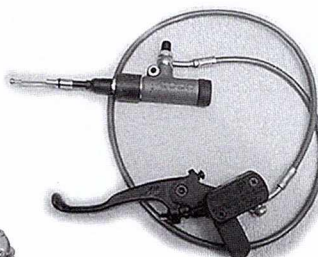
Cherokee National Enduro	1. Dennis Sheneman 101	4. Billy Russell 81	4. Tom Farmer 187	5. John Cardoza 186	3. Gary Wolbach 144
Overall Champion	2. Darryl Moody 102	5. James Reed 83	5. Rick Barner 211	Four Stroke B	4. Al Neubauer 146
Stephen Reed 50	3. John Wade 102	Four Stroke A	Super Senior B	1. Sean Dillon 119	5. Kelly Bauman 156
AA	4. Tom Channell 114	1. Jeff Harris 73	1. Johnny Kirby 164	2. John Addington 124	200C
1. Mike Lafferty 50	5. Bruce Triplett 149	2. Cody Mastin 86	2. Rex Jones 179	3. Lon Buysman 125	1. Chad Madan 204
2. Michael Grizzle 55	Vet A	3. Hayden Fenwick 95	Vet B	4. Paul Walker 253	2. Chris Threadgill 240
3. Robbie Jenks 56	1. Jan Hrehor 65	4. Jimbo Mitchell 118	1. Greg Armour 106	Open C	250C
4. Barry Hawk 56	2. Doug Masencup 66	5. Tim Hart 129	2. Brett Burkitt 213	1. Bruce Wilson 125	1. Patrick Campbell 109
Open A	3. Allen Gravitt 69	Masters A	3. Michael Miller 214	2. Jeff Baggett 182	2. Mitchell Borroughs 186
1. Mitch McRee 77	4. Jeff Collins 92	1. Cornelius Sharporn 145	4. Andy Dean 233	Senior C	3. Glenn Ward
2. Travis Schultz 82	5. Jason Chancey 100	2. Gordon White 174	200B	1. David Rehms 87	Four Stroke C
3. Mike Martin 84	200A	Open B	1. Andrew Kendrick 88	2. Steve Stansel 119	1. William Wilson 170
4. Dan Bryan 88	1. Travis Hayes 88	1. David Davis 119	2. George Miller 98	3. Randy Hyde 155	2. Michael LaFollette 200
5. Jason Moody 93	2. Mark Kelley 102	2. Kevin Larson 136	3. Bryan Grant 112	4. Mark Schneider 257	3. Chad Lively
Senior A	3. Michael Jolly 123	3. Allen Young, Jr. 153	4. Nick Fahringer 112	Super Senior C	Master C
1. Frank Schoenbeck 97	4. Chris Bottomy 128	4. Patrick Jones 199	5. Mike Shirley 153	1. John West	1. Clyde Brown
2. Jim Robson 99	5. Ryan Moss 147	5. Troy Fogle 229	250B	2. Richard Edwards	2. Roger Kersch
3. Randy Mastin 107	250A	Senior B	1. Steve Peek 98	3. Norbert Nall	Women
4. Dwight Rudder 111	1. Stephen Reed 50	1. Ken Painter 118	2. Mike Watkins 116	Vet C	1. Amanda Mastin
5. Lee Daley 112	2. Eric McEachern 74	2. Tim Morgan 119	3. Brad Kasler 144	1. Tim Berry 123	2. Deborah Broderick
Super Senior A	3. Michael Keen 79	3. Mike Culler 151	4. Matt Jones 147	2. Donnie Weaver 137	3. Merle Compton



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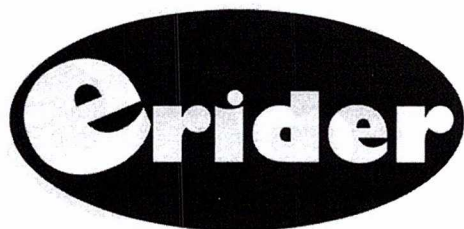
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Indiana may not have much public riding, but it sure is home to a lot of good motorcycle people. Indiana is blessed in having four enduro clubs in different parts of the state. Each club has different terrain, from the sand at Roselawn to the bogs of Greenville. Technically Greenville is in Ohio, but we still consider it a traditional Indiana run.

The Hill and Gully Riders Motorcycle Club are based near the nudist colony in Roselawn, Indiana. I'm not sure how in depth I can go here when talking about naked people, but, they got em! It is not unusual to be crashing through a jungle of vines and sand whoops only to be greeted by a golf cart loaded down with naked spectators! Also, world famous Jeff Fredette is the club's spiritual leader. So you are guaranteed an entertaining route sheet and a real time keeping enduro.

The Summer Bummer can be brutal, Mr. Fredette. See, it's "mister" now. Well, he knows just how much a mortal man can take, he'll take you right to the end of the tunnel then let up for a minute, then it's back in the sugar sand whoops and you're right back on the edge. It goes on like this for hours, searing pain, less intense pain, searing pain. This race was a national enduro back in '89 or so. It was a 150 miler and totally exhausting. Hines, Martin, Hyde, Bertram, Cunningham, Russell, Hawkins, Brown, Fredette—those were the days.

Next on the calendar is the Muddobbers 50th annual Upland Enduro. Indiana clubs are so cool, every one has to work with dozens of land owners. Upland works with 80 separate land owners, that is so cool. Fifty years, too! What a great relationship these clubs must have to keep this many land owners on their side. You know something has to go wrong every year, knuckle heads tearing up someone's yard or crossing a planted field, speeding reckless wrongful, I'm sure they see it all. But every year the Indiana communities open their gates and let us ride. Enduros are so cool, every inch new to the eye, tight woods then out across a freshly cut bean field at 100mph, back into the woods then across a corn field on a diagonal then a chisel-plowed field; then when the weather turns sour these can all be frozen solid, the chisel-plowed field can be treacherous.

I ride a 125 TM. It has a nice long, stable chassis like a European bike should have, but it does lack a little across these big fields. I can't remember which enduro it was but I was racing a guy on a new 450 Honda, he would flat eat me up in the fields but back in the woods I could catch and pass him. It was a

great game of cat and mouse, a game he thought he was winning until the over-worked 125 passes him again out in the rough. Then it would all go to hell when we hit the field. My 125 has a wide ratio gear box and revs to the moon but will only pull about 55mph across a firm field, less across a soft field. The 450 Honda probably tops out at 80 mph or more, soft or hard, gut wrenching torque and speed. But the fat guy on the old 125 keeps passing, oh what fun! I

Hawkins were all three in contention for the National Enduro Championship. Well I don't know many of the facts but Lafferty did win, beating Hawkins by a point, Hoess had a bad day. First he ran out of gas in the ski resort test. I stopped and offered sympathy but he needed gas. A spectator was on the other side of the 10 foot tall fence and just as helpless, it was sad to see Fred's hopes going down the tubes. I do want to congratulate Fred Hoess on being in contention for

the big one and an even bigger thanks for being top American at this years ISDE. I like Fred, he has that inner spirit and drive. Granted, that spirit may take over and lead some times, but he is an exciting competitor and I have a lot of respect for Fred.

Randy Hawkins lost the championship by a few seconds, you could see the fatigue in his face after the race. That's a lot of riding to come up one point short. I like Randy too, he is a true champion and competitor. He's been racing for as long as I can remember, I first met him at Loretta Lynn's in '83 or '84, and here it is almost 20 years later and he is still giving them fits. Good job Randy! You are number one in our book!

Michael Lafferty, what can I say? I'm at a loss for words, so I quick call Clipper and this is funny:

"Hey Paul, can you think of anything nice to say about Mike Lafferty?"

"No, not really."

Paul is so funny. Because Mike is the man, and we both know it. He has deep family roots in the sport. His dad and brothers taught him the craft. His partner, Alan Randt, is from deep in the history too. Did you realize Larry Maiers is Alan's uncle? Larry was with Penton, then High Point and eventually became a television personality. Alan has been riding since he could walk and can ride at national level speeds. I love the act of passing on the experience to younger riders, it gives the generations a common ground.

Bikes are the best sport, practically ageless. Ball sports end with school, but bikes keep going. Look at what riding has added to the Lafferty family and the Randt family. They are famous and respected. Anyone can succeed in amassing a fortune of money, but to earn the respect of your peers and turn a good living, well, in my book that's being successful. Fredette, Drew Smith, Larry Roeseler. Back to the "different drummer" speech again.

So in real time we are back in New Paris, Indiana, during the three-way tie for the National Enduro series. I have never seen so many logs, Gusse has bigger, but New Paris had more quantity, and only



eventually lost him when he killed the bike and well, all that power has a price. Kick starting a big hot four stroke may not be the fastest way through the woods.

Next in order is the Riders M.C. out of New Paris, Indiana. This year's event was a national. Again this club has to work with close to 100 land owners, unbelievable. Black loamy dirt along the creek banks, then the gravel pit slash ski resort, it's like an enduro in a bottle itself. Wow, was this event something else, the B riders were cut off at 80 miles, the A riders went another 60! The first half was regular Indiana, 10 miles of trail then a few miles of road to get caught up on, but after lunch they had another plan. Maybe five miles of woods then a mile of grass track to a reset of a couple of minutes then a two mile grass track leading in to a 32.8 mile section!

I had exhausted myself in the first two miles of grass track hoping there would be a time check, but nooooo. It went on and on, then when I did finally get to the end of this long section, I was too late for the reset to get me back on time and I just had to keep rolling, it was nearly 90 miles without a break. Yes, Lafferty and Hawkins had time at the checks but us mortals just kept going and going. It was like nothing I had ever seen in Indiana.

Anyhow this year (2002) Lafferty, Hoess, and

about a tenth of them fastened down, the rest are rolling or twisting or jumping around. Late in the 32.9 mile section I could hear a four stroke coming up from behind. It was coming slowly but I could not figure out who it might have been. Whuuump, whuuump, quarter throttle, whuuump, whoever it was is catching me so I look back to judge distance. It was Lafferty, from 20 rows behind me, whuuump he caught me easily and I followed for a few turns and he just rode away. It was at a slower pace than I expected, because he didn't just fly by me, it took several moments. What I'm getting at is the terrain did not lend itself to banzai riding, just keeping it going on two wheels was the game today. Then after 140 miles Mike beat Randy by one point. Incredible.

Eventually I came to the controversial eleventh check. At my speed it was clearly on the trail, but at my speed I can look at scenery and loll along. Fred Hoess was late and went by the check at 80mph. The thing with the check is, if you were on time, it was clearly on the trail, if you were late and speeding, well you were out of the hunt anyhow so it's a moot point. I take the stand the check was in an excellent location and did exactly what it was designed to do, which is "time keep."

Then in the final results, Indiana rider Bent Dubious, a.k.a. "Crasher", finished eighth overall on a borrowed bike, hats off to him. Matt Stavish was in attendance but retired early with bike problems, he did stick around to watch and see the outcome of the race, it was a pretty exciting day, for an enduro that is. Don Metz from Michigan was there. In 1992 when this event had again been a national event, Don won the Open A class, do you remember who got second? Michael Lafferty. Do you remember who got fifth? Charlie Williams. I still claim that 1992 enduro to be

the hardest day of my life. Cold rain and snow. "DOOM" was the catch phrase for years after.

Speaking of "DOOM", next stop Greenville, Ohio. This is another outstanding club, Decades old, steeped with tradition, all the old photographs in the club house make it worth the drive. The community turns out in force and some of the more popular mud holes will have a couple of hundred spectators watching. They move along the course with the riders and when you see a big crowd of people you better get serious, it's Blackwater all over, a bad dream coming true. After first riding this event in 1979, I was going to mount a hand-crank winch on the front fender of my bike, honest. But with years of practice and dedication, I finally made enough friends to point me around the worst spots so now I can finish this event about once in every four tries.

But back at the club house it's all good. Warm and cozy, the bad dreams go away. I get introduced to Eugene, he recognized me from the day I went berserk and threatened to kill every one at the check point. He was in stitches telling his version of the story. It was late in the day, real late. It was cold, real cold. I was tired wet and cold and out of gas. I came out of the woods and saw the check point and decided to quit, so I rode straight to the check to quit, I was done, I was not interested in riding that last mile of trail.

"I quit!"

Eugene just kept at me: "Ride that last mile."

"@#%& NO!"

"One little mile."

I was out of control, I had snot and spit spider webbing from my visor to my chin, mothers were moving the children away and I was going to kill every one in attendance. All the while I'm out of gas and these people are the only ones who can save me. I was so

deranged I started pushing my bike across the frozen plowed field. Turning back to curse them every time I crossed a furrow. I got 50 feet and was still shaking my fist at them.

"All I want to do is quit and make it all end!"

Eugene had wandered over to his truck and gotten his gas can. He walked up and without saying a word I broke down and accepted his help. He put in a gallon of that good smelling race gas and said something like:

"There's only one more mile of trail, you have plenty of gas, go ahead and ride it."

He showed every ounce of humanity and good will to me, I humbly had to apologize then turned around to ride that last mile. Well here's the kicker—there was about eight more miles of trail and when I came back out of the woods I was ready to kill everyone again!

What a great sport and what a great way of spending an afternoon, talking about old times and days of our lives that stand out in memories. What a great community builder, all four of these clubs have to work with multitudes of land owners, they all share in the glory of creating days in our lives worth talking about.

Indiana enduro clubs are among the finest in the world, they compete against each other to host the best event possible. It wasn't until I got involved with a club that I realized how much fun it was to host an event. For the very best in the motorcycling experience, join a club and work an event. This is way better than riding the event. First off, you get to ride the trail every weekend before the event so you get in 10 times as much riding, then race day you get to deal with knuckle heads like me and that is always entertaining. I am so grateful Indiana has these clubs, and all their supporters. I'll see ya all in 2003. ↑

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CACTUS CROSSING

Riding for tradition at the Los Ancianos' Tecate Hare Scrambles

Rancho Veronica, Baja, Mexico 3/30

The Santa Ana winds were blowing the last weekend of March, all across Southern California and Northern Baja as the 2003 edition of the legendary Los Ancianos Tecate Hare Scrambles blew into Rancho Veronica, 25 miles east of Tecate, Mexico.

Despite the hot, dry winds, the war for Iraq's freedom and related concerns about the border wait on the trip home, there was a strong turnout of entrants this year. The club signed up over 150 riders from five states and two countries ready to do battle with the course and each other. The course was typical for the Los Ancianos, featuring a little of everything including tight, newly cut trails and open faster sections where the desert racers or moto guys could shine. Never the less, this is always a tough race. Many a racer who looked strong at the beginning was lagging near the end. Those who came prepared and rode smoothly did the best; results are earned at a Los Ancianos event, no gifts here!

For a regional event the Los Ancianos have the promotion side of things covered very well indeed. At every turn the club had sponsor banners hung and every chance they had they shamelessly plugged the event's sponsors. It was like listening to that little guy that stands next to Jamie Little at a Supercross race! Sponsors included KTM, Kawasaki, Maxima, FMF, 909, Sidi boots, Scott's Performance Products and Race Tech suspension. Additionally the club passed out over \$5,000 worth of product at its raffle Saturday night...hmmmm, maybe it would pay just to go to that!

The Tecate Hare Scrambles, like a GNCC event, is separated into a morning Sportsman race and an afternoon Expert/Pro race. However, unlike a GNCC, a number of riders enter both races in order to maximize their track time. Yes the course is that much fun! In the Sportsman race, Salvador Rangel, a Mexican National on a wild looking yellow Yamaha just smoked everyone. He was fast and smooth, leading the entire race. After the flag fell Salvador commented "I had a great time, this club runs the best events of all the Americans who try to put events on in Mexico. The best thing is the way they treat the locals, they understand and respect the Mexicans and appreciate our style. Viva Los Ancianos!"

The Mexican National class is one of the largest classes each year. The enthusiasm and love of competition that they bring to the event has been infectious. There is also a tremendous Mexican fan base with each rider seemingly bringing his entire extended family and all their friends. Simply said, the Tecate Hare Scrambles has a larger on-site fan base than

some of the larger regional events across the border. These race fans lined the course cheering their favorite racers, all the time creating a festive and party atmosphere like only the Mexicans can!

While Salvador was whipping on the field there was a herd of Gringos chasing him. Tim "Morto" Morton showed that indeed he knows his way around Baja by finishing fourth overall and second American. Looking further back, KTM staffer and past national

lap of the event. Malcolm Smith Motosport's David Rees kept Joey honest all day and almost nabbed him on lap three as all the top riders pitted for fuel. A pretty mean feat on a 125! That close call motivated Lanza to wick it up a bit for the last two laps as he pulled a bit of a gap on Rees by race end. After the event, gasping for some air and reaching for a drink, Lanza said "The course was hard but awesome!" Jacob Cornett rounded out the top three on a

Kawasaki holding off Brent Harden on another KTM. Cornett looked good all day but had one incident in which he rode into a deep ditch that cost him about two minutes trying to get out. That lost time and energy haunted Jacob all day but he was happy to be on the podium at day's end.

All the Expert riders started together on row two during the afternoon event. Winning the division was Kevin Chemits on a Yamaha. He got a poor start but blazed through a tough Expert field, widening the trails in the process. Kevin was clearly on the gas the entire race and earned his victory. Further back in the field there was a tremendous race between friends Jim Beauchamp and Grant Palenske in the 40 Expert class. Grant started the event feeling ill but at the urging of Beauchamp sucked it up, quit his sniveling and raced! It ended up that Palenske and Beauchamp dueled the entire race, Jim leading for four and a half of the five laps. However, on a short straight section in the back of the course, Jim relaxed for just a moment to get a drink and Grant took advantage by diving in front just before heading back into the tight stuff. Both riders came into the finish inches apart and were so elated over their great duel, showing the spirit that makes the Tecate Hare Scrambles

such a great event.

Special kudos to Chilly White, he was the best of the studs who rode both the morning and afternoon events pulling down a third and 16th overall respectively. As Motonation's Czar of Operations Ken Wentz said, as he sipped a Tecate trailside—"Impressive."

The event would not have happened without the substantial efforts of the entire Los Ancianos Motorcycle Club members. In particular, Jim Tripp was the person who spent so many weekends scouting and coordinating the cutting for the race course. Fantastic job. Also, this year's event presented the biggest challenge the club has ever faced with respect to the Mexican Ecological Department and local landowners. Without Jerry Deberry's and Ed Trudersheim's substantial efforts in working to resolve these obstacles, this race would not have happened.

For more info, photos and complete results log online at <http://www.losancianos.com>. ▲



motocross competitor Mike "Little Pants" Tripes crossed the line in 16th overall, with the El Cajon pizza spinner Jack Bongiovanni sandbagging his way across the line in second place in the 40C class (Jack, come now, really...) and 20th overall. In between these wanna bee's was a cross section of Mexico's and San Diego's top sportsman off road riders, who by the look on their faces at race end had a great time.

After the Sportsman race is cleared off the course the workers have a few minutes to throw some tacos down their throats then it's time for the big afternoon Pro-Expert event. While the sportsmen do four laps on an abbreviated course, the Pros go for five laps on an expanded and much more challenging circuit, bringing the overall race time to three hours.

The big prize is the \$1,000 cash award put up in the "KTM Pro Challenge." As it turned out it was three KTM pilots working on a Kawasaki Team Green rider throughout the afternoon race. Joey Lanza and his KTM grabbed the lead early and held point for each



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FOUR BY FO

It's another wide-open season of Grand National Cross Country racing!

When heavy rains turned the opening round of the 2003 AMA Grand National Cross Country Series turned into a swamp race, it became clear that when it comes to GNCC racing, anything can happen. One month later, people are still trying to sort things out, as four different riders and four different brands have taken wins in the first four rounds of the 2003 season. The names in the winner's circle are familiar ones too, which means no matter what the conditions, the cream always rises to the top. Let's just hope there's a lot of room up there.

Steele Creek GNCC

Round 3, Morganton, NC 3/23

With two muddy races already in the books, the big rains that came down in the days leading up to round three of the 2003 series, the Steele Creek GNCC in North Carolina, were not greeted with smiles. But perhaps the field's terrible disdain for the rain scared the clouds off, because once the riders began to arrive on Friday, the sun started shining, and the rain was gone for good.

This led to the first real race of the season, where riders could actually battle for position instead of simply riding to survive. Not surprisingly, all the pent-up demand for speed led to an amazing fight for the Steele Creek win, with about seven riders circulating the track in contention for the number-one overall spot.

But when it was over, it was good old number-one, FMF Suzuki's Defending Series Champion Rodney Smith, pulling out yet another GNCC win. "I didn't get the start I wanted to, but I was comfortable riding in about fifth because I could see we were gaining on the leaders," said the FMF/Suzuki/Dunlop/Moose/Smith-backed rider. "Then once I had the lead I just had to put my head down and make sure the lappers didn't get in my way."

This time Smith held off the charge of Am-Pro Yamaha's Barry Hawk, who had picked the champ off during the final circuit at the previous race in Georgia. Hawk led the Steele Creek race early, lost some spots mid way through, and then came roaring back on the last lap to take second. Smith's teammate Mike Kiedrowski finally put in a good ride to finish third.

"Those first two races, anything could happen," said Kiedrowski, a four-time AMA National Motocross Champion who DNFed rounds one and two. "It was good to get back to racing. I hadn't even finished a race yet this year, so it was good to just get some points and get things rolling."

The Morganton track turned out very rough, as the rain made the ground soft, and then 1004 bikes doing battle on it turned the soft dirt into whoops. Conditioning became a bigger factor here, and those who trained the hardest were rewarded with the best finishes.

At least everyone had a great place to look at, no matter what their position on the results chart. The Steele Creek campground makes for the most picturesque of all the GNCC tracks, as the course weaved through the beautiful southeastern mountains, offering several big climbs and descents. Roots and ruts challenged the riders too, as did the mudholes that were left over from the all the rain that had swept through the area.

None of this seemed to bother Hawk or his Yamaha teammate Jason Raines, who jumped out first and second early and set a torrid pace. The only rider willing to hang with them was Pro Circuit Kawasaki's Fred Andrews, but his run at the head of the field ended when he lost his front end on a root and dropped way back. "It was stupid, and I ended up at the back of the bus," said Andrews.

Hawk and Raines weren't in perfect shape either. "I didn't want to charge too hard because I was just getting a little bit of arm pump," said Hawk. "Any more and I would have been in trouble."

"I got behind Barry and I could almost see him take a breath when he saw it was me behind him," said Raines. "I saw him take his hands off the bars to get rid of some of the pump. Normally you wouldn't do that unless it's your teammate behind you."

Perhaps the Yamaha duo shouldn't have relaxed so much, because they were soon zapped by a big pack

Left: Rodney Smith is right up there again, with a win at Steele Creek. Below: Fred Andrews was sick but flying at the Big Buck this year.



OUR

of riders. "I heard them coming, but I didn't know they would be coming that strong," said Raines.

The colors changed at the front of the pack, with Team FMF Suzuki, on their yellow RM250s, replacing the blue YZ250s of the Yamaha boys. The first rider to take the lead was veteran Steve Hatch, who was under the weather before the race but made a good go of it anyway, taking the lead and trying to run away. His teammates Kiedrowski and Smith soon followed suit, with R.E.R. Cycle's privateer Josh McLevy providing a brief challenge for the Suzuki boys.

At one point, it looked like Steele Creek would end with a Suzuki podium sweep, but it was not to be. Sickness caught the better of Hatch, who began fading into the pack. KTM's Mike Lafferty, winner of the previous race in Georgia, took his place in the top three. Meanwhile, Smith and Kiedrowski put on a private duel for the win, one which Kiedrowski was actually not intent on winning. "He (Smith) won here last year so I figured he would have some good lines, and he did," said

Kiedrowski. "Today wasn't the day to hang it out and go for the win."

Kiedrowski wasn't the only one riding within himself late in the race. The fast pace began to break several other riders down, mainly Lafferty, who was passed by both Hawk and Raines late in the game. Raines would finish fourth for the second week in a row, but Hawk was not satisfied, taking the measure of Kiedrowski and going after Smith hard down the stretch.

"In the middle of the race I just wasn't charging," said Hawk. "I got passed and realized I had to go. I caught back up, and I was hoping to get by Rodney on the last lap like I was able to do last week, but you can't expect two mistakes in a row from a champion like him."

In Amateur racing, Pennsylvania's Ryan Rodgers put in his best ride since moving from a green bike to blue one, taking the 250A win and 12th overall at Steele Creek. P A Allen, a Sarge's Cycles-backed Team Green rider, saw his two-race 250A win streak snapped with a second-place finish and 14th overall.

Experience pays off at GNCC events, and Jan Hrehor proved it by not only winning the Vet A class but landing a top twenty overall

finish with a 19th. Jan is a former Team Suzuki rider who still races with the help of his old buddy Randy Hawkins. Dustin Gibson finished 20th overall and first in the Open A class on his KTM.

Scott Watkins landed the 200A win on his Team Green Kawasaki, giving him two wins in a row in the class. He withstood a strong challenge from 17-year-old Charles Mullins, who led the race for several laps. But Charles drank all of his water early in the race, and fighting dehydration, he came in second for the day.

Darius Lattea put in another win in the Four-Stroke A class, but Bobby Hundall put in one heck of a run to come within just seconds of him at the line. And in the Senior A class, Keith Rodgers, Ryan's dad, out-duelled



Jason Raines has recovered from last year's broken leg and is starting to turn up the speed control. He'll be right up there by year's end.



Barry Hawk (6) is making this his big season, with good finishes in the AMA National Enduro series, and top scores at the GNCC moving him into the points lead so far this year.



Above: Mike Kiedrowski pops one off into the crowd. Right: Mike Lafferty is mixing it up again this year, holding down the AMA National Enduro series and trying to score his first GNCC championship. He's got one GNCC win so far.



Big Buck GNCC

Pro

1. Fred Andrews Kaw
2. Jason Raines Yam
3. Rodney Smith Suz
4. Michael Lafferty KTM
5. Barry Hawk, Jr Yam

Open A

1. Steve Henson KTM
2. Todd Marrow Gas
3. Dave Simcock Hon
4. James McCree KTM
5. John Grimm Hon

250 A

1. Bryan Henson KTM
2. Ryan Rodgers Yam
3. P A Allen Kaw
4. Ben Bouwens Yam
5. Brett Zofchak Kaw

200 A

1. Scott Watkins Kaw
2. Mike Mihalik KTM
3. Bill King Hsq
4. Tommy Veator KTM
5. John Bennett Suz

Four-Stroke A

1. Bobby Hundall, Jr KTM
2. Scott Guinter Hon
3. Darius Lattea Yam
4. Kelvin Hull Yam
5. Justin Williamson Yam

Vet A

1. Vance Earl Yam
2. Todd MacDonald Yam
3. Phil Smith Suz
4. Russell Epley KTM
5. Wyles Griffith KTM

Senior A

1. Tim Shepard Yam
2. Terry Hughes KTM

3. Bryan Desimone Yam
4. Randall Hillegas Suz

5. Tommy Harris Hon

Open B

1. Adam Delph Hon
2. Chris Clark KTM
3. William Farmer Yam
4. Kris Aldrige KTM
5. Raymond Krohn KTM

250 B

1. Kevin Coffee Yam
2. Kevin Korn Kaw
3. Nicholas Weaver Suz
4. Robert Blalock Yam
5. Jamie Smith Suz

200 B

1. Richie Elkins Suz
2. Jonathan Woodford KTM
3. Justin Maxwell KTM
4. Jordan Snyder KTM
5. Robert Stock Tm

Four-Stroke B

1. Kenneth Teuschler Yam
2. Brandon Grossi Yam
3. Joshua Titus Yam
4. Adam Giddings Yam
5. Eddie Bell Yam

Vet B

1. Kevin Dalpiaz Hsq
2. Thomas Derby Suz
3. Shawn Rogers Suz
4. Robert Collins KTM
5. Gregg Dull Suz

Senior B

1. Jimmy Pratt Yam
2. David Kiser Yam
3. Ken Painter KTM
4. Norm Into Hon
5. Michael Schwartz Suz

Industry

1. Steven Adams Yam
2. Tom Dautless Yam

Super Senior A

1. Terry Mealer Yam
2. Wayne Beaty Yam
3. Jimmy Ford Gas
4. Jimmy Lynch KTM
5. John Dunn Gas

Super Senior B/C

1. Johnny Kirby Hon
2. George Yount Yam
3. Leo Jeziorski Yam
4. William Dukham KTM
5. Jack Baldwin Gas

200 C

1. Travis Shaw Suz
2. Cw Pitsenbarger KTM
3. Andrew Matuesek Suz
4. Casey Neilson KTM
5. Eric Noel Kaw

250 C

1. Thomas Wolf Suz
2. Jason Flynn Suz
3. Brandon Moore Kaw
4. Kevin Parker Suz
5. Kody Anderson Gas

Open C

1. Scott Dillon Gas
2. Bill Kronen Yam
3. David Searce KTM
4. Randy White Yam
5. Kevin Nations KTM

Four-Stroke C

1. Bill Edenfield Yam
2. William Johnson Yam
3. Jonathan Bolton Yam
4. Jeffrey Trull Hon
5. Troy Lee KTM

Vet C

1. Keith Vermillion Suz

2. Phillip Lallement Kaw
3. Chris Barker Yam

4. Todd Mount Yam
5. Mark Price Suz

Senior C

1. Jeff Phares KTM
2. Elisha Powell, Jr KTM
3. Alan Martin Gas
4. Steven Litz Hon
5. James Wallace Suz

Women

1. Heather Wilson Kaw
2. Amanda Mastin KTM
3. Casey Campbell Kaw
4. Heidi Landon Kaw
5. Virginia Harrison Suz

Mini Senior

1. Ryan McGaha Suz
2. Thaddeus Duvall Yam
3. Brad Spevock Kaw
4. Nathan Saving Kaw
5. Morgan Green Kaw

Mini Junior

1. David Snyder Yam
2. Cory Buttrick Suz
3. Corey MacDonald Yam
4. Tyler Hill Hon
5. Colton Gumpston Yam

Mini Intermediate

1. Jerod Stoner Suz
2. Kailub Russell Suz
3. Zach Dotson Yam
4. Nathan Wasselhoft Suz
5. Ryan Overton Suz

Mini 65

1. Walker Fowler KTM
2. Gregory Funk Kaw
3. Corey Arbogast Kaw
4. Scott Marling KTM
5. Cole Glavan Kaw

SCR's Tim Shepard for a hard-earned win.

The morning race turned into a battle of the ages, with former GNCC Youth contender Mike Lefevers battling for the overall win with Terry Mealer, the defending champion of the Super Senior A division. LeFevers managed to top the veteran, winning the Four-Stroke C class and the overall on his Yamaha. And he was pumped.

Amanda Mastin took her first win of the year in the GNCC Women's class. In an upset of sorts, Heather Wilson, winner of the first two GNCC women's events and last year's title, dropped from first overall to way off the pace when she made a wrong turn on the first lap. Heather nailed the start on her Team Green KX250, but she missed a trail marker and ended up coming from behind. Amanda rode brilliantly to pick up the lead and run home with a win on her Mastin Racing KTM.

Big Buck GNCC Round 4, Union, SC 4/13

Most of the GNCC front runners like to say they make their own luck, and if that is the case, Fred Andrews is a terrible craftsman. No one doubts Fast Freddy's talent or desire, but he has a tendency to end up at the wrong place at the wrong time a little too often. With three bad races in three rounds for 2003, this season was shaping up no differently. But he took matters into his own hands at round four. Fighting through sickness, fatigue and stiff competition, Andrews dug down deep and gritted out a win over Yamaha's Jason Raines.

"I can't give up," said the Kawasaki/Pro Circuit/Thor-backed rider in front of a packed crowd at the GNCC victory podium. "You have to have heart and determination out there. I was sick all week coming into this

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race, and after I took the lead I hit the wall. But I wasn't going to give it up without a fight."

Andrews didn't have anything left at the finish, and he proved it by wobbling around on the victory podium and skipping the post-race TV interviews due to fatigue.

Andrews is known for starting the season slowly and coming on strong at the finish, and he will have to do that again in 2003 if he wants a title. And there's a lot of competition trying to stop him, such as Raines, who put in his best ride of the season to finish second.

"That's the thing about Freddy," said Raines, a Washington native who now lives in nearby Travelers Rest, South Carolina. "He is really aggressive if you try to pass him late in the race. I knew if I was going to do anything we would have been banging bars pretty hard."

Rodney Smith followed up his Steele Creek win with a third-place finish on his FMF Suzuki. "I wanted to be up on this podium today and I did, so I'm happy," said the rider. "I felt good and my Suzuki worked great, but I just kept being in the wrong place at the wrong time and losing time."

But the fastest rider of the day was easily KTM's Mike Lafferty. The New Jersey rider made an amazing early-race charge from dead last, courtesy of a hard crash just three turns into the three-hour race, all the way into the lead. With five-straight AMA/FMF Enduro titles, "Junior" Lafferty can sprint through the woods with the best of them, but even he had to be surprised at his efficiency in leaving the best riders in the world in his dust.

But all that charging, not to mention the wounds from his crash, caught up to him near the end of the race, and Lafferty faded just a bit back to fourth-place. Behind him came Am-Pro Yamaha's Barry Hawk, the

Steele Creek GNCC Pro

1. Rodney Smith Suz
2. Barry Hawk, Jr. Yam
3. Mike Kiedrowski Suz
4. Jason Raines Yam
5. Michael Lafferty KTM

Open A

1. Dustin Gibson KTM
2. Todd Morain KTM
3. Dave Simcock Hon
4. John Grimm Hon
5. Ben Williams KTM

250 A

1. Ryan Rodgers Yam
2. P. A. Allen Kaw
3. John Barber Yam
4. Chris Galt Kaw
5. Ben Bouwens Yam

200 A

1. Scott Watkins Kaw
2. Charles Mullins KTM
3. John Bennett Suz
4. Mike Mihalik KTM
5. Kyle Chaney KTM

Four-Stroke A

1. Darius Lattea Yam
2. Bobby Hundall, Jr. KTM
3. Mark McGrath Hon
4. Justin Williamson Yam
5. Scott Guinter Hon

Vet A

1. Jan Hrehor Yam
2. Mike Sampson Yam

3. Jeffery Hursh Suz
4. Phil Smith Suz

Senior A

1. Keith Rodgers Yam
2. Tim Shephard Yam
3. Terry Hughes KTM
4. Mark Smith KTM
5. Bryan Desimone Yam

Open B

1. Chris Clark KTM
2. Adam Delph Hon
3. William Farmer Yam
4. David Davis KTM
5. Bruce Gann Hon

250 B

1. Jesse Robinson Kaw
2. Chris Buzzelli Suz
3. Matt Benenit Suz
4. Kevin Coffee Yam
5. Gerald Ringler Suz

200 B

1. Richie Elkins Suz
2. Robert Shank KTM
3. Scott McClure Yam
4. Justin Maxwell KTM
5. Brian Howell Yam

Four-Stroke B

1. Eddie Bell Yam
2. Gregg Smith Yam
3. Sean Dillon Yam
4. Brandon Grossi Yam
5. John Shaffer KTM

Vet B

- Gas
- Suz

1. Kevin Dalpiaz Hsq
2. Jason Baldwin Yam
3. Mark Gaither KTM
4. Thomas Derby Suz
5. David Ash Suz

Senior B

1. Jimmy Pratt Yam
2. David Kiser Yam
3. Mark Yukevich Yam
4. Michael Schwartz Suz
5. Ken Painter KTM

Super Senior A

1. Terry Mealer Yam
2. Wayne Beatty Yam
3. Jimmy Ford Gas
4. Thomas Ebersole KTM
5. Bruce Triplett Kaw

Super Senior B/C

1. Johnny Kirby Hon
2. George Yount Yam
3. James Barrow KTM
4. Daniel Freeland Gas
5. Carl McDaniel KTM

200 C

1. Cw Pitsenbarger Suz
2. Eric Noel Kaw
3. Brandon Maxwell KTM
4. Robby Towery Kaw
5. Andrew Matuesek Suz

250 C

1. Doug McCarson Yam
2. Jason Flynn Suz
3. John Reynolds Kaw
4. Robert Overstreet Hon

5. Jeff Booher Kaw

Open C

1. Scott Dillon Gas
2. Doug Bowser Gas
3. Keenan Foster Yam
4. Danny McClinton Yam
5. Christopher Rupp Hon

Four-Stroke C

1. Mike Lefevers, Jr. Yam
2. Eddy Hoots KTM
3. Tony Hodges Yam
4. Jeffrey Trull Hon
5. Bill Edenfield Yam

Vet C

1. Keith Vermillion Suz
2. Tracy Spencer Hon
3. Scott Young KTM
4. Kirk Eger Yam
5. David Searce KTM

Senior C

1. Jeff Phares KTM
2. Steven Litz Hon
3. Dennis Fitzgerald KTM
4. Marvin McCarson Yam
5. Von Brachna KTM

Women

1. Amanda Mastin KTM
2. Heidi Landon Kaw
3. Heather Wilson Kaw
4. Casey Campbell Kaw
5. Virginia Harrison Suz

series points' leader, who lost time mending a bent front brake rotor.

Rain was again on the agenda in the days leading up to the Big Buck, but once again the sun came out on Friday, leaving plenty of fresh terrain and no dust. The

Big Buck track is highlighted by an infamous creek jump, and for '03 Racer Productions built a full-on supercross-style jump to get the top riders over the creek, which is about 20-feet wide.

The fans and the riders seemed to dig the big jump.

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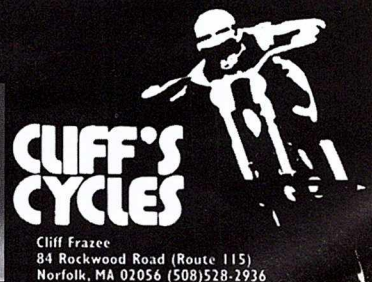
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The rest of the course turned out perfect, with just one deep mud hole, plenty of fast field sections, and two miles of fresh, tight pine-tree sections.

About 1200 riders turned out for the race, which was co-sanctioned by SETRA.

Fun Mart Yamaha's Jimmy Jarrett nailed the Big Buck holeshot and set the pace early, but Raines eventually made the move into the top spot. Meanwhile, Lafferty was picking himself up from a big crash on the opening grass track section which left him nearly a minute back and severely bruised. He lost even more time when he came into the pits to fix his drink system, which seemed to leave last year's Big Buck winner out of the running. But someone forgot to tell him, because he went on an amazing tear, passing every pro rider to climb into the lead by the end of lap two.

The rest of the pack battled hard. Raines stayed in the fight, and he was joined by Kiedrowski, Andrews, Smith and Hawk. Kiedrowski smacked a tree and

broke his fuel petcock off, which is the second time that has happened to the Suzuki rider in the last two years. Hawk bent a brake rotor and lost time getting it fixed. Smith had a few incidents with lappers and found himself hung up in a mud hole.

But Andrews was finally in the right place in this one. "These first few races, I made stupid mistakes," said Andrews. "I said to myself 'You're being dumb, and you'll never make a living doing things like this.'" Andrews made a move on a tiring Lafferty with two laps to go.

Unfortunately, fatigue was starting to get the better of Andrews too. When Raines passed Lafferty before the white flag flew, the last-lap sprint was on, and it looked like Raines might win it. "He was hooting and hollering at me, showing all kinds of energy," said Andrews. "I didn't have any energy left, but I tried to make it look like I did."

Raines tried to make his move in a tight corner.



Josh McLevy has been stringing together some strong rides this season, and is well within the GNCC top ten so far.

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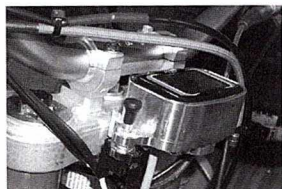
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"There was a tree that was maybe waist high, and I thought I could hop over it," said Raines. "I went for it but got hung up, and that gave him enough of a lead."

From there, Smith passed Lafferty for third, and Andrews hung on for a well-deserved win.

The "Hensonator," South Carolina's Bryan Henson, made his hometown race a good one, taking top amateur honors with a 250A class win and 11th overall. Ryan Rodgers followed his Steele Creek class win with a second, and his title rival P. A. Allen was third. The 250A Class is stacked this year, so Henson's win is a big one.

Scott Watkins won his third 200A race in a row on his Kawasaki and took 22nd overall. Vance Earl put in his best GNCC ride ever to finish just ten seconds behind Watkins, good enough for 23rd overall and first in the Vet A class. Bobby Hundall finally busted through for a Four-Stroke A win, while another one of the Henson clan, Steve, won the Open A class on a KTM. SCR Yamaha owner Tim Shepard won the Senior A class.

The morning race belonged to the C riders, with Thomas Wolf taking the overall and the 250C win on a Suzuki, and Travis Shaw taking the 200C win, and second overall, also on a Suzuki. Terry Mealer was third overall and the winner of the Super Senior A class on his Yamaha.

Heather Wilson rebounded from her loss at Steele Creek to not only win the Women's class, but ride to an impressive ninth overall. Heather has switched to a KX250 and is training harder than ever in the hopes of capturing a morning overall win for the ladies. It will be a big day for the sport if she pulls it off.

The Big Buck also hosted a Youth race, which was won by Ryan McGaha on a Suzuki. Ryan also won the Senior Mini class. Morgantown Yamaha's Thad DuVall chased McGaha all day but settled for second in the class and overall. Jerod Stoner took the Mini Intermediate win and sixth overall on his Suzuki, while the Mini Junior win went to David Snyder, who handed GNCC super-talent Corey Buttrick his first loss in nearly two years. Buttrick dominated the Mini 65 class for two seasons and won his first 85 race a month earlier in Georgia, but this time he had to take second behind the capable Snyder. The 65 class was captured by Walker Fowler. ↑

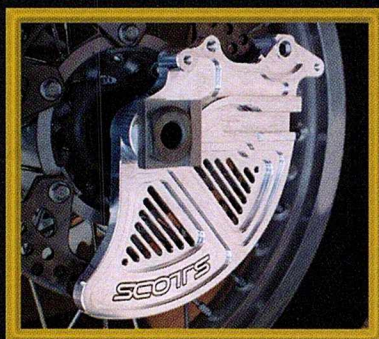
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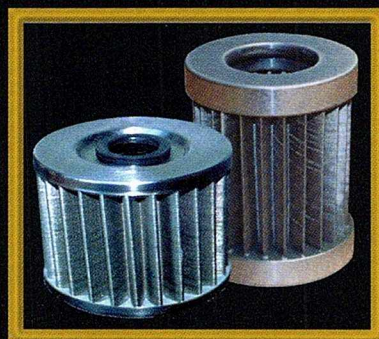


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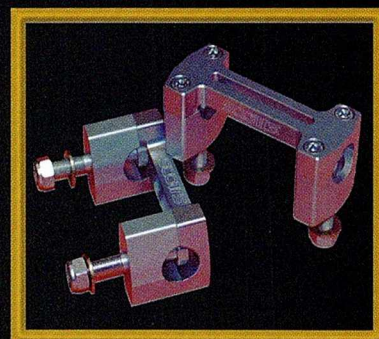
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HOW SWED

An interview with World Enduro Champion Anders Eriksson

Anders Eriksson is the European Scott Summers. He's lightning fast, with numerous championships to prove it, and he's done most of it on an Open class four-stroke. The big Swede is without a doubt one of the best off road riders in the world today.

Riding a factory TE570 for Husqvarna, he has won the Open class in the World Championship Enduro series four of the last five years. Previous to that he won two titles in the 350 class. In addition Anders has numerous victories in the German and Swedish nationals and is a four-time class winner at the ISDE. In '92 he and his fellow Swedes were the winning Junior Trophy team. He is one of the Europeans the US GNCC guys will be gunning for at this year's ISDE in Brazil. So what is his secret that allows him to go so fast, in all the adverse conditions of enduro racing, on such a big bike?

"You just really have to keep your shit together."

Sounds easy enough.

I caught up with Anders in Spain at the home of his good friend and training partner, Miki Arpa. Anders does his off-season training in Spain and bases himself there during the enduro season.

"In the winter this is a perfect place for me to train. In Sweden everything is frozen and cold now, so it's impossible to have the perfect preparations for a good World Championship season. There is a great variety of terrain here. Sand, hard pack and good trails." In addition to riding Anders does a lot of running and bicycling to condition himself.

The approachable, easygoing Anders began riding at the age of three. When he was twelve he wrote an essay in school stating that one day he would be the greatest enduro rider in the world. To achieve this lofty ambition he needs to win two more world championship titles to bring his total to eight. Since he plans to stay at it for a few more years there is a very strong chance the 30 year old will accomplish his dream.

"For sure I want to continue with this 'till I am 35 or 36 years old."

When he isn't racing Anders likes to relax at home in Sweden. Catching up with friends, golfing and cross-country skiing are his favorite ways to get away from racing. But as the season approaches Anders becomes very focused on the task at hand. He believes in very thorough training and preparation.

Anders also works very hard to promote enduro racing, particularly in Sweden. He would like the sport to be as big a hit in Sweden as it is in other parts of Europe. For example the final round of the



Anders Eriksson with just one of his many World Champion awards: "You just have to keep your shit together."



German National Championship drew over 40,000 spectators. Can you imagine a turnout like that at a U.S. national enduro?

One of the reasons for the big turnouts at the European events is the way they are laid out. There is a greater emphasis on the special tests, making for a more spectator-friendly event. And the speeds are closer to what you would see at a hare scramble or an outdoor motocross.

"There are fixed controls that we have to reach in a certain time, and the special tests where we go flat out. If you check in one minute too early or too late at the controls you get a penalty. But you can adjust time if you go too fast because you go past your service crew before the control, and you get more time to fix your bike. You want to try to find a speed that gives you three to five minutes at each control to fix your bike"

This year the WC series is beginning to implement some changes. For the first time the riders will be allowed to let a mechanic work on their bike at the service areas. When asked if this change is for the better Anders hesitated.

"I was very against this thing of getting the mechanical assistance. Now I think maybe it's a good way to bring up the publicity of our sport. Instead of changing brake pads we can do an interview or something."

His hesitation on the rule changes stems from his strong views of what makes a great enduro rider.

"I think an enduro rider is not only a very good rider, but also good mechanic. He is a little bit of everything. Part motocross rider, part trials rider, of course part enduro rider and part mechanic. The package makes the man."

Beginning next year the WC series will change the classes similar to motocross classes. The 125 two-strokes and the 250 four-strokes will be in the same class, and the 250 two-strokes and the 450 four-strokes will compete together. The open class will be for four-strokes over 450cc. There is also a chance the series may run an event outside of Europe.

"For sure it's coming again. They did Brazil a

Anders Eriksson

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By Trevor Wideman

IT IS

couple of years ago in '97, and I think it's possible again."

Another goal of Anders is to win the big Swedish national events; Novemberkasan, Gotland Grand National, and the Ranneslattsloppet, on an Open class bike, something that has never been done before. When you consider that these events are sometimes run in the snow in sub zero temperatures it's no wonder the Europeans excel at the really tough events.

"The Novemberkasan sometimes we race in the snow. The trails are cleared and pre-ridden. Either deep snow with good lines or just combination of mud and snow. It's the only one we are allowed to use studded tires."

The Swedish national events differ slightly from the WC enduro series.

"They run very long special tests (as long as forty-five minutes compared to three to five minutes) and short controls. In World Championship events we spend the whole week walking the special tests to learn them. In Swedish events it's not possible to do this."

The International Six Days Enduro is always an event Anders looks forward to. It's a true showcase of the best off road riders the world has to offer. It's also an event that the Europeans win on a consistent basis. So what is it that allows them to dominate every year?

"We do well at the Six Days because the format is the same as our World Championship events. Exactly the same rulebook. What you do the most is what you get good at. When I was in Florida in '95 and I did some hare scrambles I got myself beaten, because it was not a format I was used to. Scott Summers was passing me."

With all the different countries Anders has competed in I was curious what his favorites are.

"France always has good races, always difficult, bit of everything; mud, sand, grass. Tough races, I like that. Last year's GP race in Italy was perfect, nice special tests, good for the spectators. And of course I really enjoy the conditions of my home, lots of sand."

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Does that mean you're looking forward to Brazil?

"Well that kind of sand is quite different because that is beach sand, very soft. It doesn't, how you say...bump up very well? Much harder to ride, but it will be good."

This year will be Anders eighth year with the Husqvarna team and for the first time in seven years he will be competing in the 450 class, on the new TE450.

"I wanted to race on the new bike. It's a real challenge for me to try this class again. It's a new bike, new concept. I am used to the old four-stroke if you know what I mean, with the long stroke. Now the four strokes are more two-stroke. They are quite powerful and rev higher. It's going to take some time to get the same confidence with this bike as I had on the big one."

"The 570 was such a good bike for me. You can say it's old and all that but I trusted it a lot. I give a lot of credit to my team, they really did such good work with it."

So are you just as fast on the 450?

"I feel in difficult parts of the track I am faster. But long sweeping corners, like third or fourth gear stuff, I really trusted the front grip of the old one, because it had more weight in the front. That was something I really used as an advantage."



Anders has a long standing relationship with Husqvarna.

Last year Husqvarna celebrated their 100th anniversary. It was truly a year of pleasure and pain for them. Their new generation four-strokes received rave reviews. They dominated the WC enduro series winning an incredible seven titles. They won the 125 Two-Stroke, 250 Two-Stroke, Open class (Anders),

the Manufacturers title in each of those classes and the overall Manufacturers title. The classes they didn't win they were in the top three. Then at the Six Days, Husky-mounted riders cleaned up, either winning their classes or placing near the top. Anders placed second in the Open class and second overall. It was like looking back through time at the Husky domination of the seventies and eighties.

On the pain side, the factory experienced some financial difficulties. A failed buy-out attempt by Piaggio delayed production for part of the year. Then in December, just when things were starting up, the plant was partially submerged in a flood. Thankfully in January an Italian financial institution came through with new funding that will get Husqvarna firmly back on their feet.

"Husqvarna is over the hump for sure. When I was there in January to pick up my equipment for the season the guys working there were really motivated and I felt a sense of fresh blood," Anders said.

With all the good things happening at the factory, Anders is very excited about the upcoming season. "I really like the team and situation, I am very motivated right now."

To help celebrate their 100th year, Husqvarna has announced the release of an anniversary 510 to commemorate the original 510 four-stroke they released in the eighties, the bike many consider to have started the four-stroke revolution. It will be essentially the same as the new 450 with a conversion kit to give it a longer stroke.

"It's a really, really good idea for Husqvarna to release this anniversary 510, because its exactly what they need at this moment. It is possible I will use it in the Six Days."

Will this new generation Open class bike lead Anders back to the Open class?

"For sure I want to go back to the big class at some point."

Spoken like a true horsepower junkie!

Now that Husqvarna is back on solid footing, what is Anders' future with them?

"I really want to stay with Husqvarna. You must understand, even though they are made in Italy now, it is still a very big thing to be Swedish and riding for Husqvarna."

So when Anders finally fills his trophy case, and decides to step away from racing what is he going to do?

"Something very close to the business. I am not sure yet. Some guys down here in Spain do training camps for younger riders, and that could be something for me. I would like to share my experience with the younger riders."

Whatever it is you can be guaranteed he will approach it with the same dedication and commitment he puts into his racing.

Watch for upcoming coverage of the 2003 World Championship series, with Anders providing a rider's perspective on each of the events. Go Anders go! ♣

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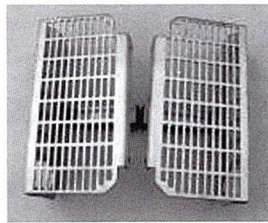


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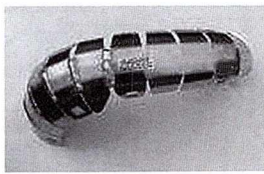
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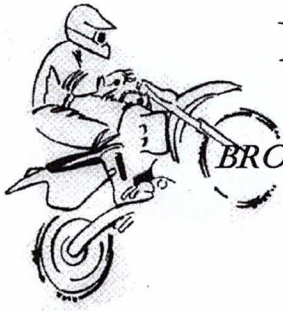
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Brrrrr Valley!

Ride it? It was tough to survive just being there.

Tower City, PA 3/30

Early 2003 is going to be remembered as the tail end of the Winter That Would Never End. Eventually, we all knew we'd be complaining about near-triple-digit temperatures, ticks, chiggers and poison ivy, but as of the last weekend in March those things were still a vague memory from the drought summer of '02.

Just the day before RORR's Bear Valley hare scrambles we were out riding locally in 74 degree weather. That Saturday started out sunny then turned cloudy, finally starting to rain late in the afternoon. But all the while the temperature went up, and it looked like we were going to snake past the weather report of cold temperatures on Sunday, with a chance of wet snow to the north and west. Get up on Sunday morning in South Jersey, and the thermometer said 54 degrees, and it was actually clear. Hah! Forget about the weather—but I still wasn't crazy enough to want to race this event—so I loaded the cameras into the Beater Saab and



A lone mini racer trudges back with his trophy. What a beautiful day for an early spring race, huh?

long ridges that runs roughly northeast/southwest across eastern Pennsylvania. The race site is smack on the western edge of this little mountain; at the far end of the pits you can stand on the edge and watch the riders come up through the woods. Well, on a normal day you can do that, on this day you could stand on the edge and not see anything except the snow hammering sideways across the valley and slamming you right in the face. As you're driving in, trying to find a place to park through all the blow, you notice that you're driving on three inches of jet-black coal mud on a hard base of coal waste and rock tailings, since the area is a reclaimed coal pit. The picture of the snow hammering down on this mud and water spectacle was not a comforting one. I have to admit that getting out of the warm car wasn't a very appealing thought.

Not too many people would disagree with me.

Only the strongest socializers were out in the weather. Everybody else appeared for the few minutes it took to go through sign-up, then they escaped back into their vehicles, almost every one of them running, as if the occupants were prepared for a quick escape in case it got any worse out. But it was hard to imagine it getting any worse.

I arrived after they were sweeping up the PeeWee riders they could still find (I don't think they left any of them out there), and

were staging the Youth classes. The PeeWees spent about 40 minutes out on the course, and the fastest of them was the 7-9 65cc class, out of which Kelsey Hartem came across the line first after seven full laps around the course. Yes, Kelsey is a girl racer, who is going to be a real threat to the guys if she sticks with it through adolescence. She's a dominating presence on her KTM 65 right now, but this day she only beat Troy Desimone by six seconds; Troy was the only other rider in the first race to finish seven laps. Quite a battle!

The Youth classes raced for about an hour and 40 minutes; a fair amount of riding considering the weather. They were on about a four-mile course, which was a lot

shorter and less brutal than the adult course. Still, in that amount of time the fastest of them managed to turn six laps. Jerod Stoner got his Suzuki across the line first, an hour and 45 minutes into the race and a full five minutes ahead of Michael Soudas. Last year's Youth champ, Ryan McGaha, was there but spectating only, since he's into contesting the GNCC this year—and in the first GNCC Youth race he flat smoked all the GNCC regulars, kicking up the usual "Who is this guy?!" inquiries. Hey folks, he's just another ECEA graduate out to show you his rear fender!

By the time all the kids were swept off the course it was nearly one o'clock, and the Reading Off Road Riders wasted little time getting the senior classes out onto the course. Since it hadn't stopped snowing all



Fred Hoess showed everybody what he was made of, again. He came out and railed the course like it was dry, and won by a large margin.

headed west towards Tower City. As an afterthought, I grabbed some rain gear and a Polartec sweater, just in case.

Well, ten miles from my destination the rain that had come out of nowhere started turning flaky. By the time I got off of I-81 the roads were getting slippery. By the time I made the last turn into the pit area for the race I was seriously doubting all of our collective sanity.

You have to picture it: The Bear Valley event is staged at the top of Bear Mountain, part of a series of



Bill Atkinson is back from last year's healing stint. He got the holeshot in the main event, then went on the finish second overall.



Brian Holl slogs through the Youth race, finishing up with a hard-fought fourth in the 12-15 85cc race.

morning, there was probably real concern on the part of the club that people with any sense might start leaving instead of lining up for the start. The starting area, and all the rest of the mountain for that matter, was by now covered with five inches of snow. The club had done a great job of ribboning all the upper parts of the coal-black hilltop with white ribbon, on a nicer day, but of course by this point all that ribbon disappeared in the snow. The critical parts of the course were lined with red ribbon though, so there was little confusion.

So they all started like that; sopping wet black mud covered with five inches of snow. The issue today would be keeping your goggles clean, keeping your hands dry, and not simply freezing to death on the course. As far as I know, no one froze to death. But I doubt if there were any dry gloves by the end, and very few riders wound up with goggles on by the end of a lap. It looked miserable. It WAS miserable, thanks to Mother Nature, and I'll admit right now that I lasted exactly one lap into the race before I had all the photos I needed, and I got out of there and straight to a wonderful warm Pennsylvania Dutch diner, where a huge hot lunch cost me all of \$8.67 and did wonders for re-lighting the fire inside. If any of the pictures here seem fuzzy, I'm going to blame it on camera-shake, since the photographer was shivering so violently he was casting a blurry shadow. Many thanks, by the way, to Jimmy Corsello for the loan of the umbrella.

Eleven riders lined up for the first row AA start, and former ECEA champ Billy Atkinson got the jump on the crowd and got through the first turn with clean goggles. Atkinson has been out of it for a while, but looked in control on his KTM as the pack ground its

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Bear Valley H.S.			1. Desimone, Bryan	Yam	2. Bartholomew, James	Yam	1. Ryan, Steven		1. Walter, Ethan	Suz	5. Haney, Tyler	Kaw
AA			2. Tenney, Clifford	Hon	3. Langenbach, Jason	Yam	2. Jennings, Broc	KTM	2. Faust, Jeremy	Yam	Y10-11 85cc	
1. Hoess, Fred	Hus		3. Hoover, Edward	Kaw	4. Jodexnis, Robert	Yam	3. Kyle, Chris	Hon	3. Haney, Alyssa	Hon	1. Mulhern, Aaron	Suz
2. Atkinson, Bill	KTM		4. Kropp, Mark		5. Ryan, Ted	Hon	4. Eshleman, Eric	KTM	4. shimp, nicholas		2. Wakefield, Dale	Yam
3. Senecal, Jim	KTM		5. Long, Kenneth		B Four Stroke		5. Kopiecki, Stephen	KTM	5. Murphy, Devin	Yam	3. Keefe, Nick	Yam
4. Grossman, Marc	KTM		A Super Senior		1. Huska, Jamie	KTM	C 201-open		PeeWee 4-8 50cc		4. Corchado, Travis	Yam
5. Sweigart, Dale	Yam		1. Guers, Burd	KTM	2. Perryman Jr, Billy	Yam	1. Brown, Richard	Yam	1. Thomas, Tanner	KTM	5. Oliphant, Keith	Kaw
A 0-202			2. Ebersole, Thomas	KTM	3. Costanzi Jr, Anthony	KTM	2. Scarlett, Jason	Hon	2. Civiletti, Robert	KTM	Y10-15 150cc	
1. Chapkovich, Scott	Suz		3. Wolfersberger, Scott	Hus	4. Cacacie Sr, Thomas	KTM	3. Wilbert, Michael	KTM	3. Finney, Daniel	KTM	1. Rhine, David	Yam
2. Romeo Jr, George	KTM		4. Lafferty, John	KTM	5. Mosley, Zachary	Hon	4. Schoeneberg, M.	KTM	4. Slane, Kyle	KTM	2. Devenney, David	Suz
3. Rutherford, John			5. Phillips, Tom	KTM	B Senior		5. Kerezovich, Nick		5. Barnhardt, Tanner	KTM	3. Haney II, Dana	
4. Ciauralli Jr, Charles	KTM		A Vet		1. Dodson, Karl	KTM	C Four Stroke		PeeWee 4-8 50cc Oil Inj.		4. Quire, Ian	Yam
A 201-Open			1. Sigety, Michael	KTM	2. Platcek, Randall	KTM	1. Trafton, Matt		1. Devlin, RyLee	Hon	5. Stevens, Tyler	Hon
1. Burt, Brian			2. Aiello, James	KTM	3. Gettys, Bryan	KTM	C Senior		2. Grenier, Scott	Hon	Y12-15 100cc	
2. Puza, Nick			3. Carlin, Phillip		4. Kuhle, Robert	KTM	1. Lipps, Alan		Y7-9 65cc		1. Stoner, Jerod	Suz
3. Gilbert II, William	Hon		4. Temple, Todd	KTM	5. Weir, Gary	Yam	2. Cancglin, Jeff		1. Hartem, Kelsey	KTM	2. Soudas, Michael	
4. Jackson, Shawn	Suz		5. Roberts, Gary	KTM	B Super Senior		C Vet		2. Desimone, Troy	Kaw	3. Rehatcheck, Leonard	
5. Green, Stephen	KTM		B 0-202		1. Verdetto, David	Hon	1. Gerhart, Paul		3. Bromley, Daniel	KTM	4. Diamond, Aaron	Suz
A Four Stroke			1. Palmer, Daniel	Suz	B Vet		2. Tighe, Keith		4. Jorge, Kamal		5. Grief, Joseph	
1. Kropp, Philip	Hon		2. Henry, Chris	Hus	1. Coulston, Michael	KTM	3. Colarusso, David		5. Finney, Joe	Kaw	Y12-15 85cc	
2. Emmons, Pat	KTM		3. Smith, Ben	KTM	2. Langenbach, Craig	Kaw	4. Sipko, Stanley		Y10-11 65cc		1. Potts, Michael	Suz
3. Smith, Drew	Yam		4. Thomas, Brian	KTM	3. Lalonde, Robert	Yam	Masters		1. Gift, Matthew	KTM	2. Klinger, Tyler	Suz
4. Peifer, Bruce	Yam		5. Zerr, Ryan	KTM	4. Davies, Trevor	KTM	1. Galie Sr, Joe		2. Desimone, Kyle	Kaw	3. Wolcott, Lee	Kaw
5. Trout Jr, Robert			B 201-Open		5. Knowles, Jason	Kaw	2. Stibitz, Tim		3. Nease, Jeremy	Kaw	4. Holl, Brian	Suz
A Senior			1. Grenewicz II, Wayne	Yam	C 0-202		PeeWee EL 110cc		4. Slane, Ryan	Kaw	5. Shaw, Alex	Suz

way into the woods. Row upon row of victims—err, racers—followed; a rough estimate showing that 135 hardy souls braved the weather and started the race. This sounds impressive, until you learn that there were over 80 kids involved in the morning Youth and PeeWee classes. Over 80 kids! That's great information for anyone who may have thought that a kids' hare scrambles series was a bad idea.

The club's trailboss told me they were cutting a 35 minute lap time in the nice weather the day before, and sure enough we heard the first AA rider coming out of the woods just about 35 minutes after they started. It wasn't Bill Atkinson, though, and it wasn't a surprise to see Fred Hoess way out front, all alone.

Fred is still without a factory contract this year, at least as of this race, and is still racing last year's bikes, in this case his 125, that was freshly rebuilt over the winter. He admitted before the race that he's been spending all of his free time finishing up a house he's been building for the last two years, it seems, and has had no time to even think about riding. He's done good this month though, with winning the Sandy Lane enduro and, by the end of this day emerging as the overall winner at the Bear Valley hare scrambles.

Fred was never headed once he got into the lead, but Atkinson stayed close behind throughout, finishing second overall and three minutes back. Following Atkinson was NETRA's Jim Senecal, also on a KTM,

probably finding the course to his liking since those NETRA guys are so used to rocks and snow. Notable among the NETRA non-entries was Pat Timothy, who has won this race more than once and admits to enjoying it a lot. ISDE veteran and NETRA hare scrambles second place finisher Luke McNeil was on hand, but bike problems kept him from finishing.

Marc Grossman, also in the AA class and riding a KTM, finished fourth overall, and Dale Sweigart filled out the top five on a Yamaha. The top finishers did only three laps of the course to finish up their two hours.

The top finishing A rider of the day was Brian Burt, who won the A250 class and finished eighth overall. He was chased in by Nick Puza, also in the same class and finishing tenth overall. The B class was topped by Wayne Grenewicz II of the B250 class, riding a Yamaha. Wayne made it in just four minutes ahead of Danny Palmer, riding a Suzuki in B200 and just happening to be Wally Palmer's brother. Both riders finished three laps. Two laps was all the best C class riders could muster, and Paul Gerhart and Keith Tighe of the C Vet class had a battle going the whole time, with Gerhart taking the overall C win.

Of course, I didn't witness any of this first hand; rather through the miracle of the Internet. By the time the finished I was already home, still trying to get war. The "Survivor" prize has to go to Mike Sigety however, who arrived and stayed there all day and the night before, with his dog tracking black mud into the camper, then nearly lost trailer, truck, pooch and all getting sideways on black ice on Interstate 80 on the way home—more than once. Finally, he revealed that he had a brand-new girlfriend with him on the trip. She'll have to be a real trooper to come back; almost as tough as the over 200 racers that day. Hats off to them! ↑

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2002 I.S.D.E. Gold Medalist - Fred Hoess

photo by
Paul Clipper

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SWAMP LAPPER

The Hawk got the Fox, and Morrison lapped the Lappers

Swamp Fox Enduro Round 8, Charleston, SC 1/19

Ahhh, the first SE&TRA race of the New Year. A chance to shake out the cobwebs from the holiday season. A chance to try out the new bike or gear goodies from Christmas. A chance to catch back up with old buddies. A chance to abuse your body like it ain't seen for some time. Ohh how we look forward to the whoops at Charleston. But really, the Swamp Fox enduro has become an annual rite for many Yankees to come down from the frozen north. And also an opportunity for the sand dogs from Florida to come up to the familiar terrain of South Carolina. This race has become a real gathering place for riders outside of the normal SE&TRA area. But hey, the more the merrier!

So lets get down to it. The route chart showed the riders about 74 miles of trail between start to finish at 30 miles per hour. The first few sections were run in what seemed to be the more public riding area, but as the day wore on the trails became less traveled. Some I don't think saw a track since last year. Lots of sand, lots of whoops.

The first section was about 11 miles long. With that there were two riders who dropped only one point—fast cat Gas Gas rider Russell Bobbit and Yamaha's Randy Hawkins. Not bad, but Barry Hawk, with little to no time keeping, shot in on his minute to be the only zero in this section. Again in the next few sections, Barry Hawk would squeeze in under the wire and get a point here and a point there.



Barry Hawk took command of the Swamp Fox this year.

But the AA riders are not the only riders out there! Riding in row 4, Brian Deveney put in a great ride dropping 58 points for the day and taking the win in the C Super Senior class, one of the largest classes of the event. Another big class with over 24 riders was the C Senior class, which was won by fast David Rehm. And even burning a check, Jason Baldwin took the win in the C Four-Stroke class.

Robert Tanner, riding his new KTM 200 EXC, rode like he had a fire under his tires, burning down the woods and winning the B Senior class. Also, Bruce Renner and Mike Douglas both dropped 46 points in the B Open class with Bruce winning the tiebreaker. Ohio rider Brad Sells and SE&TRA rider Steve Saunders duked it out in the A Vet class both dropping 31 points with Steve winning the tiebreaker. And remember I told you about those Yankees coming down from the north? Well, check out the score from Ohio rider Amanda Mastin in the Women's class, a darn good 51. Now that is smokin'.

Scanning the scoring boards at the end of the day, all eyes were on what seemed to be a five way tie for overall between Russell Bobbitt, Allen Gravitt, Stephen Reed, Randy Hawkins and Tommy Veator, all dropping 22 points. But of course, that was before they put up Hawk's score. A 17! I heard row mates had to tell Hawk it was time to go into a check. Imagine what havoc he could wreak if he knew how to keep time? Congrats Barry, great ride; wish I could

have seen you in the woods.

The Family Riders Club, in cooperation with the Wambah Forest District, put on a top-notch event. The staging area was located deep in the Francis Marion Forest at the trailhead of a full time public riding area. The Family Riders would like to thank Willy Erving, the District Ranger, and Jana Larson, the Director of Recreation, for their support of this event and support of the sport. Also on hand with plenty of hot chocolate and hamburgers was the local Lions Club. Without the support of whole communities we would not be able to continue this sport. Thanks to all involved. You put on a great race and we look forward to next year.

If you feel the same way, drop a letter to Willy Erving, Wambah District Ranger, PO Box 788, McClellanville, SC 29458.

Sandlapper Enduro Round 10, Pelion SC 3/2

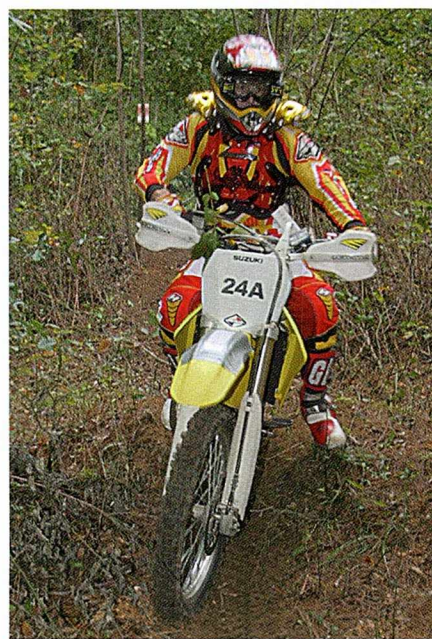
The Sandlapper Enduro is not only a favorite on the SE&TRA enduro schedule, but has also become a good excuse for many to start their Bike Week vacation a little early. And if you are died in the wool or a glutton for punishment, the Sandlapper is the first of a four-race punch, all in one week. (the Sandlapper on Sunday, the Palatka GNCC on Tuesday, the Alligator enduro on Thursday and the General GNCC in Washington, GA, on Sunday).

As usual it was either raining or rain was in the

Photos by Kenneth King



Tommy Veator led the "22's" at Swamp Fox, taking home first place in the AA class.



Brad Hodges chased Morrison at the Sand Lapper, but came up with just enough points to win the AA class.

The Columbia Enduro Riders put on a most excellent event, with seasoned leaders like Skip Wyman and Ricky Dennis, all systems were go for this year's race. And Mike Shealy at tech Inspection as always has a little tidbit of advice. This year was something to the effect of, "save your energy. Skip put in a new 22

The woods in this part of South Carolina are right on the line from the red clay in the west and the sugar sand in the east. There was a mix of terrain, but for the most part the trails are just pur-dee fun. Tight thickets, open fields, plenty of pine rows and sweeping fire-breaks. Perfectly placed checks in and out, you can be assured each section would take its points. All told, there were about 70+ ground miles. Early sections

Kawasaki mounted, Answer Product sponsored Danny Morrison broke away from the lead field to take top honors for the day, dropping 29 points. Second overall was Bradley Hodge with a 30. Stephen Reed

Swamp Fox Enduro		3. Phil Ellis	38	3. Mitchell Walsh	47	3. Patrick Jones	48	1. Ron Hale	61	2. Dean Taley	53
Overall Champion		4. John Manning	41	4. Kevin Campbell	51	4. Chad West	49	2. John Parker	61	3. Donnie Weaver	54
Barry Hawk	17	5. Scott Sears	43	5. Mark Joyce	52	5. Allen Young	54	3. Fred Hammond	69	4. Steve Litz	56
AA		A Vet		B Masters		B Super Senior		4. Bruce Triplett	70	5. Cary Hunt	60
1. Tommy Veator	22	1. Steve Saunders	31	1. Fred Hardwick	59	1. Gary Bishop	68	5. Frank Amos	91	C Four-Stroke	
2. Allen Gravitt	22	2. Brad Sells	31	2. Rex Jones	64	2. Greg Luther	68	B Golden Masters		1. Jason Baldwin	49
3. Randy Hawkins	22	3. Tim King	32	3. Bill Watkins	71	3. Harry Masters	139	1. Skip Wyman	61	2. Chad Lively	52
4. Stephen Reed	22	4. Mike Sheely	35	4. Jimmy Dubose	78	B 250		2. Wayne Mount	65	3. Michael Lafollette	56
5. Russell Bobbitt	22	5. Frank Anello	42	5. Jim Petrosky	79	1. David Ashley	34	3. Lloyd Heacerk	84	4. Curtis Correll	64
A 200		A 250		B Senior		2. D.R. Atwood	36	4. James Bransford	91	5. Blake Hodge	64
1. Travis Hayes	23	1. Trey Wellborn	22	1. Robert Tanner	44	3. Steve Peek	41	C Masters		C 200	
2. Ivan Hayes	36	2. Ian Sherwood	31	2. Gary Overton	44	4. Michael Watkins	43	1. Herbert Taylor	62	1. Richard Dennis	42
3. Luke Durham	39	3. M. Patterson	32	3. Ken Painter	46	5. John Rogers	44	2. Steve Lafon	80	2. Bailey Miles	53
4. Mark Kelley	40	4. Mike Melniczuk	35	4. Mike Culler	47	Class 66		3. Jerry Dupuy	101	3. Matt Strickland	59
5. Chris Bottomy	48	5. Michael Hines	37	5. Jamie Clontz	48	1. Buddy Gaillard	199	4. Allen Pearce	130	4. Al Clark	66
A Four-Stroke		A Open		B Four-Stroke		2. Tom Barr	Ck6	5. Jeb Barrow	138	5. Steve Hammett	99
1. Jeff Harris	27	1. Mitch McCree	23	1. J. Sneed	38	Sportsman 0-200		C Super Senior		C Open	
2. Mark McKenzie	32	2. Jason Moody	28	2. Eddie Hoots	40	1. John Fulton	153	1. Brian Deveny	58	1. Rich Napolitano	51
3. Steward Baylor	38	3. Cody Mastin	32	3. Craig Broomberg	43	2. Jeff Guinn	395	2. Richard Clark	68	2. Jeff Baggett	52
4. Timothy Rooney	43	4. Andy Barkley	33	4. Heath Henderson	44	Sportsman 200-Open		3. Joe Wells	76	3. R.J. Stanley	52
5. David Glenn	49	5. David Kuka	37	5. Lon Buysman	45	1. Chris Kohne	95	4. Richard Edwards	77	4. Troy Platt	59
A Masters		A Super Senior		B 200		2. Lonnie Jenkins	381	5. Brad Clark	79	5. Bruce Wilson	68
1. David Kuka	36	1. Robbie Neely	34	1. Andrew Kendrick	26	Dual Sport		C Senior		C 250	
2. Darryl Moody	41	2. F. Schoenbeck	39	2. Mike Shirley	37	1. David Miller	163	1. David Rehm	52	1. Lee Evertt	44
3. Robert Cox	51	3. Jack Martin	41	3. Mark Gaither	37	Women		2. Kenneth Menia	56	2. Johnnie Renner	47
4. Jim Ford	52	4. Eddie Royals	48	4. Michael Teeter	39	1. Amanda Mastin	51	3. Bates Beckman	57	3. Curtis King	52
5. Steve Stirwalt	64	5. Phillip Doyle	50	5. George Milloer	48	2. Angie Buysman	168	4. Eddie Taylor	59	4. Patrick Cambell	58
A Senior		B Vet		B Open		3. Linda Deveney	205	5. Mark Schneider	59	5. Andy McCree	65
1. Bobby Pearson	36	1. Barry Rose	46	1. Bruce Renner	46	4. Tori Noxon	Ck.5	C Vet			
2. Daniel Graziano	38	2. Greg Armour	46	2. Mike Douglas	46	A Golden Masters		1. Glenn Osborne	53		



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won the tie breaker with Jason Chancey, both dropping a 31. And Michael Grizzle rounded out the top five with a 32.

Jeff Harris grabbed the Four Stroke A class with Ohio native Cody Mastin hot on his heels. Darrell Campbell and Neal Hamilton had a slugfest in the Super Senior A class with Darrell winning the tiebreaker. It was good to see Nolan Knight on the trails back from a nasty leg injury, he put in a seriously good score in the AA class. Andrew Kendrick waxed the 200 B class dropping a mere 43 points. And you know, some people can sit out most the winter; neglect the workout routines and still come out and win their class, like Tennessean Johnny Friedli in the Golden Masters B class.

Larry Griffin put in a good ride to win the Open B class. Greg Luther from the Atlanta area also had a good ride, placing well in the Super Senior B class. I believe Greg will be working on a class win by the end of the year. Another fast cat, Douglas Everett won the C 250 class with a solid 60 points. And last but not least, Greg Darnell, coming off the injured rider list, put in a win in the Vet B class.

The Hollow Creek Volunteer Fire Department crew was on hand as usual with some delicious Bar-BQ and famous hash over rice. The group told me this is their fourth year to work this race and it is one of their biggest fundraisers. The new addition to the fire department building is a testament to the contributions motorcycling can make to the community.

Again, another super Sandlapper race in the bag, thanks to the Columbia Enduro Club and the 50-plus land owners in the Pelion area. I can't wait until next year.

See ya at the races.

Suzy ↑

Sandlapper Enduro

Overall Champion

Daniel Morrison 29

AA

1. Brad Hodges 30

2. Stephen Reed 31

3. Jason Chancey 31

4. Michael Grizzle 32

5. Steve Edmunson 32

A200

1. Chance Baker 47

2. Michael Sigety 48

3. Derek Bratcher 52

4. Mark Kelly 52

5. John Day 57

A250

1. Dale Sweigart 37

2. Trey Wellborn 39

3. Scott Miller 47

4. David Ashley 48

5. Michael Hines 52

A Four Stroke

1. Jeff Harris 42

2. Cody Mastin 44

3. Mark McKenzie 48

4. Nick Gentry 59

5. Mark Lee 60

A Golden Masters

1. Jim Jenkins 78

2. Bruce Triplett 79

3. John Parker 86

4. Niel Scharphorn 89

5. Joe Galie 137

A Masters

1. Darryl Moody 53

2. Jim Ford 55

3. John Fero 59

4. Charlie Bridges 61

5. Johnny Thomas 70

A Open

1. Mitch McRee 37

2. Frank Davis 46

3. George Villanyi 48

4. Travis Schultz 51

5. Robin Dubose 55

A Vet

1. Jeff Collins 46

2. Jamie Wright 52

3. Jim Aiello 53

4. Taras Massey 54

5. Randall Ellison 55

A Senior

1. Greg Roberts 45

2. Phillip Carlin 46

3. John Manning 51

4. Bobby Pearson 51

5. Glen Holcomb 52

A Super Senior

1. Darrell Cambell 55

2. Neal Hamilton 55

3. Wesley Miller 57

4. Frank Schoenbeck 57

5. David Altman 62

B 200

1. Andrew Kendrick 43

2. Michael Teeter 59

3. Mark Gaither 60

4. Mike Shirley 61

5. Michael Fraser 63

B Four Stroke

1. Heath Henderson 61

2. Lon Buysman 66

3. Paul Walker 68

4. Bubba Stokes 74

5. Michael Cibuls 76

B Golden Masters

1. Johnny Friedli 135

2. Don Harless 138

B Masters

1. Bill Watkins 78

2. Rex Jones 88

3. William Durham 97

4. Jimmy Dubose 99

5. David Tharp 155

B Open

1. Larry Griffin 53

2. Garrett McKay 71

3. Allen Young Jr. 73

4. Mike Thompson 74

5. Rick Kivela 79

B Vet

1. Greg Darnell 63

2. Greg Armour 65

3. Mark Joyce 67

4. Dean Puryear 71

5. Eric Jordan 72

B Senior

1. Rick Huffman 62

2. Ken Painter 64

3. Gary Overton 68

4. Suzy Moody 69

5. Robert Tanner 71

B Super Senior

1. Johnny Harris 65

2. Tony Parker 71

3. David Goins 80

4. Ricky Hill 86

5. Greg Luther 89

C 200

1. Chad Madan 72

2. Matt Strickland 73

3. Alan Clark 106

4. George Menia 115

5. Phil Flynt 118

C250

1. Douglas Everett 60

2. Jeff Silvers 65

3. Curtis King 69

4. Patrick Campbell 77

5. Doug Bess 77

C Four Stroke

1. Chad Wood 79

2. Michael Lafollette 83

3. Matt Morefield 96

4. Jay Strickland 97

5. Chad Lively 99

C Masters

1. Jeff Taylor 99

2. Steve Lafon 105

3. Paul Wilkinson 110

4. Sonny Roberts 114

C Open

1. Robert Beaver 71

2. Jeff Baggett 72

3. Jack Cullison 83

4. Phil Kelly 89

5. Brad Taylor 89

C Vet

1. Reggie Yarbrough 60

2. Dean Staley 70

3. Donnie Weaver 78

4. Kevin Sebastian 79

5. Mark Strout 82

C Senior

1. Steve Deloach 77

2. Daniel Fenly 86

3. Kenneth Menia 87

4. Tim Blalock 91

5. Randy Hyde 93

C Super Senior

1. Brian Deveney 92

2. John West 94

3. Gary Richards 100

4. Joe Wells 102

5. Mike Lynn 106

Women

1. Deborah Broderick 107

2. Tori Noxon 148

3. Ginny Harrison 184

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4th Runner Up - Rear Dunlop 773 Tire

5th Runner Up - A Pair of Enduro Engineering Hand Guards

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All proceeds will go towards the Women's ISDE Team this year in Brazil. If for some reason the Women's Team does not go the proceeds will then be donated to the USA Club Teams. **Drawing will be held at the WISP GNCC in McHenry, MD on June 29th.** You do not have to be present to win.

If there is 2,000 or less tickets sold the bike will not be given away, but instead we will do a 50/50.

QUALIFYING

Qualifying for the Six Days should be every off-road rider's quest

Once a year, quietly across our nation, a series of events are held to select the American team for the International Six Day Enduro. A foreign game in a foreign world.

Often overlooked by the "Factory" riders, the Qualifiers are a throwback to the good old days. The Qualifiers are the event for riders, real riders. If you are looking to make a paycheck, the ISDE is not for you. If you are riding to satisfy that inner drive to test yourself against the best, if you are looking to ride and not stand around waiting to ride, then come on with me. I'll take you riding.

We'll start out in southern Ohio. A place traditionally known as the heart of off road endurance riding. The Enduro Riders Association (the hosting club) knows what they are doing. Combine the club's skill and experience with ISDE legend Drew Smith's skill and experience, and you have the very best event to prepare American riders for the ISDE.

Drew voluntarily took over the job of Trophy Team Manager. Part of this job would be preparing riders for what they will actually do while riding the Six Day.

Grass track is where it's at in the Six Day, so Drew and the Enduro Riders laid out some authentic European-style grass tracks. Sure there were miles of trail connecting them, but grass tracks are where the ISDE is decided. Take a smooth grass field and line out a course using yellow tape. Time the riders to the hundredth of a second, and may the best man win. In this format we can find out who can really hang it out and how far.

No one will disagree that Americans make some of the toughest and best trail riders. But we lack in the grass tracks. It's a different style than what we train for. Many riders shun the ISDE just because they can't win, but the REAL riders grasp onto the chance to try and learn something new and foreign.

Many of today's professional riders just miss the point. They became motorcycle racers because they loved to ride, probably started out as a kid and grew up wanting to ride. Then, just for a paycheck, they pass on the really good riding and focus on one of the money series. I saw in Cycle News about a WORCS race where the course was six miles long and they did

14 laps. This race attracted like 700 riders! They all paid their money to pound around a six mile course. Where is the adventure, the exploring, the new and unknown?

Well, all that good stuff is at the Qualifiers. Here you can ride 120 miles a day and not see the same trail twice. Go over it in your mind: You bought a \$6,000 motorcycle, \$800 in revalved suspension, \$700 for a obscenely loud exhaust. Thousands on gear and equipment, and the furthest you plan on riding it is around a six mile course. If you win this race, you get to do it again next weekend. Oh sure, the money's good. Sponsors, cash prizes, name up in lights, girls, groupies, photo shoots, oh the glamour.

But come on, think with your own brain, don't be led by a promoter and his hired scribes. You became a professional rider so you could ride all the time. But the ring leader has you ride around in a cage, throwing you a shiny coin occasionally. Suckers.

Go to a Qualifier and you are challenged from every direction. Sure, technical inspection and impound are a pain, but just look at it as discipline, an exercise in

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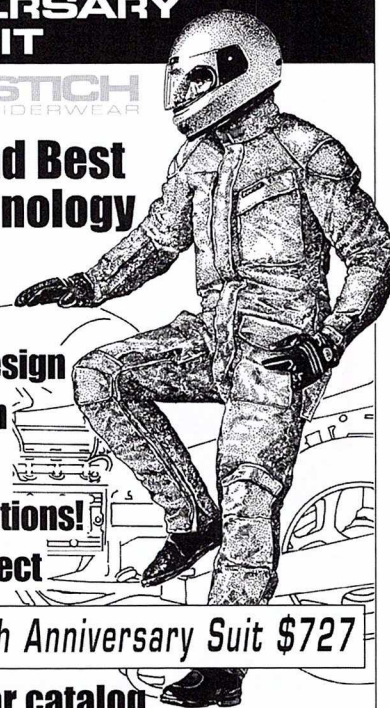
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self control. Besides, once you get your bike checked in, you're free to do other chores or even relax with friends or family. At the money race, bikes are checked to see if you have the number on upside down, then everyone races back to the motel to swill metabolic drinks while sharing a room with another man.

The logistics of most Qualifiers makes it easier to camp at the parc ferme. (That's French for parking lot). The Qualifiers generate more camaraderie among the competitors. See, with the bikes checked in and the goggles no-fogged, rain-exed, roll-offed, you run out of things to do, so you wander over to the next campfire. Here you might find friends you made at a previous ISDE, or make new friends you might spend your European vacation with.

The ISDE is about going places. You have destinations all over the world to look forward to. Then for those open to new challenges, we Americans have a long way to go to win the ISDE. That should be a motivator, a grail, a whale, a sail.

Here it goes right back on our "professional's" shoulders. If in fact the USofA is the strongest, best country in the world, then why do we settle for thirteenth place finishes in the ISDE? In tennis we have Venus. In the space race we have the moon. But at the motorcycle championships? We can't count on the AMA to build a team. They tried, in their own way, but our riders never took the bait and just went through the motions.

Our team today has great soul, all these riders really want to go, and they face the flag and say "I pledge allegiance to the ISDE." It's a whole switch in mindset. Money too! It costs lots of money to compete at the world level. There are not big cash prizes for winning the Six Day. Usually the Six Day is right in the middle of our racing schedule. It's tough to lay it on



the line in the Czech Republic when you have an AMA championship to contend for next weekend. The Six Day has every strike against it and I could go on about why not go to the World Championships instead.

But somewhere out there in the future is an American rider who can face his own direction, listen to the beat of a different drummer. A rider who has the spirit and vision of a Uhl or Cranke. One rider could change the ISDE more than the whole AMA effort. Just one long-haired beatnik will turn his back on the loop races and go win the ISDE overall.

We can't rely on the AMA. They have their own secret agenda and at times I think it is to flush enduro and ISDE style events down the tubes. I mean really, riders are expected to pay \$1000 to ship their bike in the container the AMA was gifted. When the container does show up on time, flight schedules are screwed

up and riders are given less than 18 hours to tie up and impound. Many of those bikes had been shipped months earlier and then at the last minute it turns into a panic situation. I love the ISDE and I love all the riders, but the AMA has to get out of the tour leading business in our ISDE effort.

But somewhere out there is a young man, thinking his own thoughts. He does not really enjoy racing in the trough cut by a thousand quads. He can see the path of tradition. This young rider can see things clearly, he can see the top and knows Rodney ain't it. Sure Rodney's the king of his castle but you should see the castle across the lake. It's a real castle.

Didn't we learn anything from Shane Watts? Didn't he smash Rodney's modular castle? Wattsy blew the concrete block pillars right out from underneath Rodney's castle. Regrettably Watts injured himself but didn't he show us how fast you could and should go? Winning everything on a different bike every week?

Now Watts isn't even the top dog in the ISDE. Some cat from New Zealand, Stefan Merriman, is ruling that castle. Let's do some math. If Watts could beat Rodney week after week on different sized stock bikes and Merriman is even faster? Now you draw your own conclusions, think with your own mind, who is the best rider? Yes that's what I think too.

So why does the AMA and the pro riders turn their back on the ISDE? By keeping the pond small, the fish seem larger. So do you want to grow up and be a Red Ear Perch or do you want to be a Tarpon? I'll go Tarpon fishing every time.

Charlie is an ISDE veteran himself, possibly the worst of all time, but, his last place bronze medal is on display in his private room at the Indianapolis YMCA. His 3rd Open A loop race trophy is in storage, waiting to be thrown out by his brother upon his death, but his bronze medal will be in the family for a long time. ↑

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by Ed Hertfelder

Talent is Good

The January 2003 American Motorcyclist just arrived, by Pony Express, at my ranch and I'm pleased to count fifteen dual-sport events listed. Most are the required two-day rides except the Michigan listing. Michigan, you see, is a long, long, very long, six days of pleasant but serious monkey-buttin' and really should count as an additional three events.

It's no secret that me and Editor Clipper were early promoters of the D-S concept. What better way to get the worn out, broken or merely totally depressed wanna-be enduro champions back onto the trails? California's Jim "Nasty" Pilon, a one-time bed partner of mine, originated the D-S concept (and the Dual Sport name) some time ago. I think Jim was tiring of trying to round up the hundred or more checkpoint personnel necessary to keep enduro contestants honest.

And Jim was pretty sure that a D-S event could be put together by just a handful of people, providing they didn't drink, chase the opposite sex too much and kept their motorcycles in better than new condition at all times.

Back in the days when D-S runs were just a single day all we had to do was write up a route sheet that kept most riders from getting lost, make sure the gas stations along the way would be open and arrange to feed and water the troops occasionally. Unless they were too hungry to notice, slower riders might complain that the usual roadhouse chili seemed to get thinner as the sun went down.

"Put three more quarts of water in the chili—I hear motorcycles coming!" was heard more than once by riders who had remembered to remove their ear plugs as they slurped up lunch.

The first time I rode Pilon's Barstow To Vegas Dual Sport he actually had me, a cross country traveler still stumbling with a definite overdose of jet lag, signing up late entries until start time.

Then he handed me a can of white spray paint and sent me out to lay the three mile speedo check across a tar road. The can Jim gave me didn't hold a hell of a lot of paint which I was forced to stretch out a sputtering THREE MIL SPDO CK on the cleanest stretch of road in the correct area. Pilon, the type of man who holds his pants up with both suspenders and a belt, had previously carved, with an acetylene torch, a rather definite 3 into the road.

I remember getting a bit lightheaded inhaling the propellant; which had a high content of something illegal, I'm sure.

Pilon had looped his trail around the desert until we were routed into, and out of, a checkpoint where you picked out a poker card from some goofy contraption with a spinning arrow on it. After my third or fourth stop I realized we were stopping at the SAME checkpoint over and over. Pilon had reduced his manpower requirements to his immediate family. You could lose St. Louis in the desert between Barstow and Vegas, so Pilon

had a whole lot of real estate to plan his loops.

Leaving that checkpoint after choosing my final card, for the worst poker hand I ever saw, we were arrowed onto an improved road section recently paved over with crushed black lava. The motorcycle Jim had borrowed for me suddenly felt like it was plowing through wet and lumpy Cream Of Wheat. I held on for seven miles, anticipating a serious get-off the whole time, before I quit fighting the handlebars, stopped, and waved my group to continue without me. The nicest thing this group of assorted magazine editors, assistant editors and assistant assistant editors called me was a "chickenshit Eastern wimp" as they accelerated toward Nevada.

Riding back to that last checkpoint over the deep crushed lava was some of the hardest riding I can recall. After I'd polished out the sweat smears on my glasses and got my twisted shorts lined up correctly again I told the head checker that I just couldn't ride this damn crushed lava and asked for either a different route to Vegas or a large helicopter or a poison capsule. He laughed and said it was just a short seven mile section of the tricky loose lava stuff.

Somehow, I managed to ride twenty one miles of the worst seven mile section between Barstow and Vegas. If I'm ever asked to do it again I intend to cash in my Hemlock Society membership.

Looking over the American Motorcyclist list of fourteen events again I realize I'd ridden seven of them and some more than once. My record attendance was the Michigan Six Days, which fit into the window where I could get some time off from my Porsche parts manager/monthly column/Sandy Lane course marking jobs. Last time I rode that enjoyable Michigan event I was at the final gas available on day two finishing a Dr. Pepper when three of the first, and fastest, riders swung in for gas. Mike Lafferty came in first followed by Burleson, Jeff

Fredette and big Scott Summers "under a blanket" (a technical racing term meaning they were close together). I was kicking over my 600 when Lafferty asked "How in hell did you get here before us, Hertfelder?"

"Talent!" I said as I rode off.

Almost as soon as I got onto the arrowed Six Day trail again I pulled off behind a thick clump of bushes and giggled as the four of them went by fast enough to suck birds out of trees. I often wondered how far they went before realizing that they just weren't going to catch the talented (ha!)

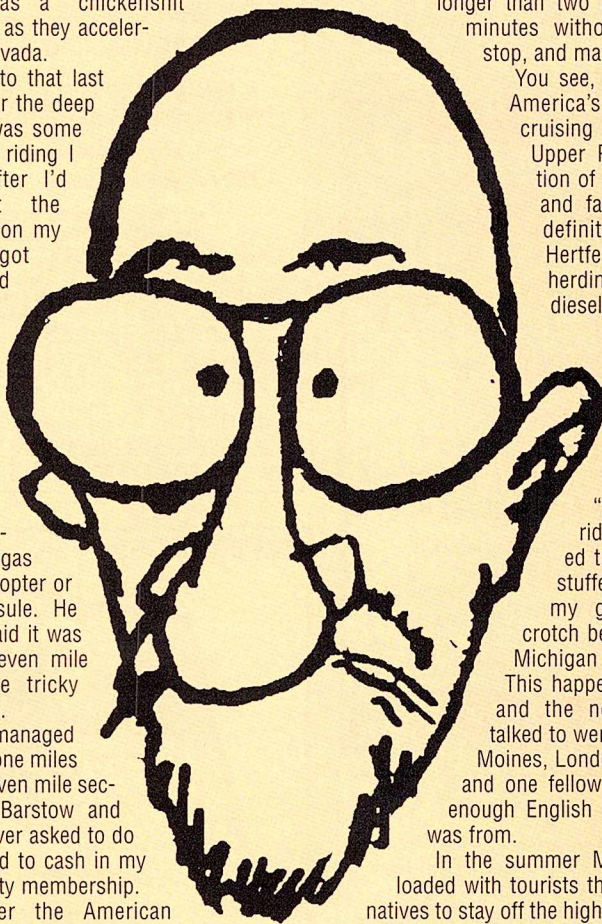
wanna-be-Baja winner who couldn't ride longer than two hours and forty five minutes without an extended pit stop, and maybe a short nap.

You see, while this quartet of America's finest riders were cruising their way over the Upper Peninsula's combination of sand hills, tight trails and fast gravel roads, the definitely untalented Hertfelder was cautiously herding the Six Day's big diesel gear truck to that evening's overnight stop. After unloading my motorcycle I opened my highway map and found the best way back to the final "fuel available" on the rider's route sheet, folded the map carefully and stuffed it safely between my gas tank, seat and crotch because getting lost in Michigan can be hazardous. This happened to me just once and the next six motorists I talked to were from Santa Fe, Des Moines, London, Arkansas, Mexico and one fellow who couldn't speak enough English to tell me where he was from.

In the summer Michigan is so overloaded with tourists that the governor asks natives to stay off the highways. With Hertfelder driving the biggest GMC diesel they make, this might just be very good advice.

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Want a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ↑



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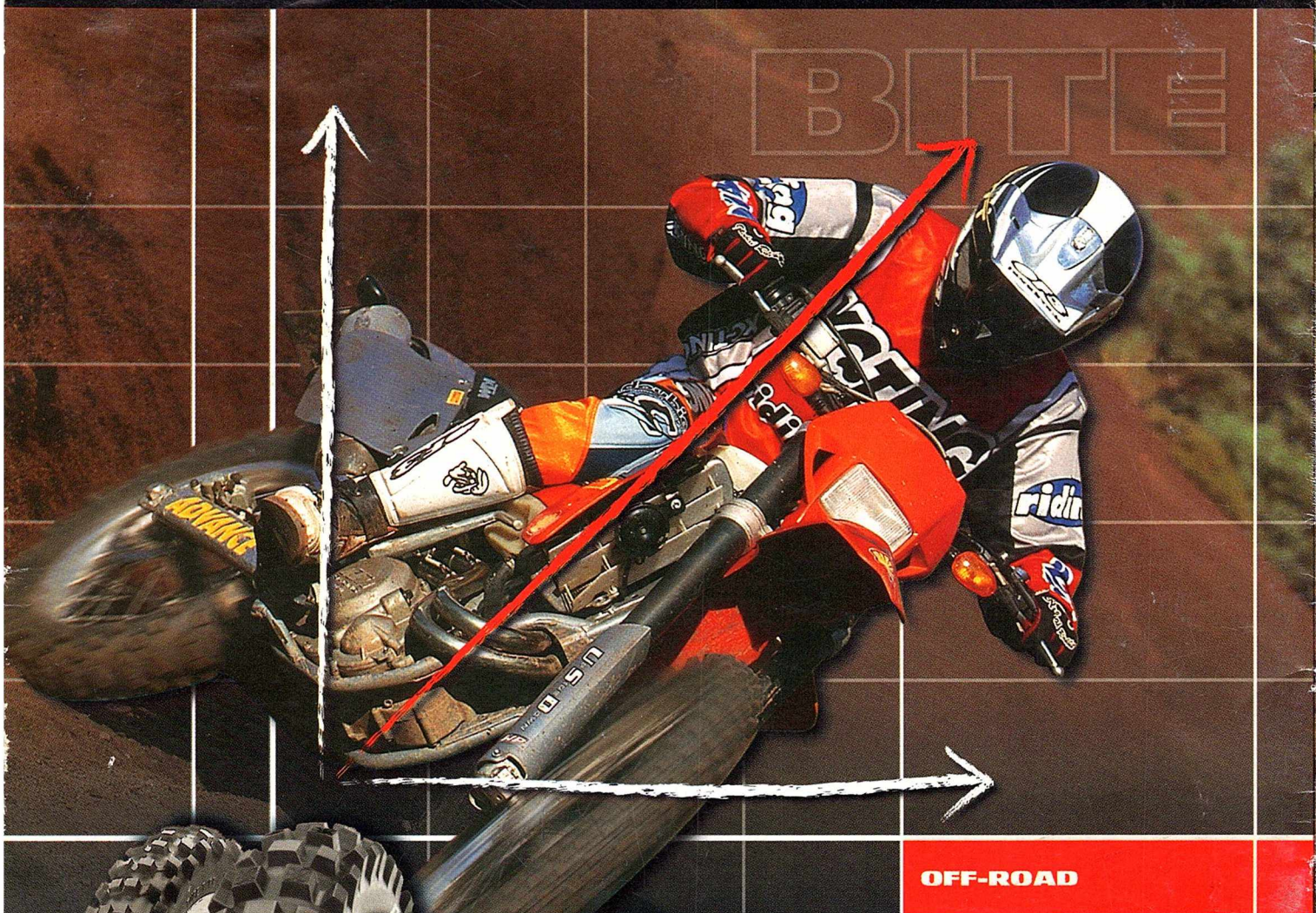


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